The Outlook

JUNE 8, 1921

LIBERATING THE LIBERATOR

IN the case of the Milwaukee "Leader," the Supreme Court, with but one dissenting voice, that of Justice Brandeis, decided that the Postmaster-General had the right to deny to a publication the privilege of the second-class mail.

Justice Brandeis's argument that the Postmaster-General should either deny the privileges of the mail *in toto* or else refrain from withdrawing only the second-class privilege seemed to us at the time of the decision extremely cogent. The law, however, is determined, not by dissenting opinions, but by the majority of the Supreme Court, and therefore until the letter of the law is changed the Postmaster-General is in legal possession of a power which seems to us dangerous to the freedom of the press.

That Postmaster-General Hays sees beyond the letter of the law to a comprehension of its spirit is evidenced by a ruling he has just made in reply to the petition of the "Liberator" for the second-class privileges.

This petition has been pending before the Post Office since February, 1918, when the "Liberator" sprang fully armed from the decapitated head of the "Masses." Perhaps this figure of speech is unfortunate, for the inference might be drawn from it that we considered the "Liberator" as some kin to Minerva. We do not suffer from such a delusion, and neither does the Postmaster-General.

Mr. Hays states that the "Liberator" has been submitted monthly to the Post Office Department for the past three years, and in each instance the issue has been treated as mailable under a higher (and more expensive) classification. Postmaster-General Burleson did not deny the application for second-class entry. He merely postponed a decision as to the propriety of granting the "Liberator" the second-class privilege, to the financial detriment of that journal. Mr. Hays, his successor, holds that it is his duty to determine whether or not a journal is published "for the dissemination of information of a public character," and that it is not his duty to determine whether or not a journal disseminates information of public benefit. If the character of a journal is such that it violates the law, the Postmaster-General holds that the duty of suppressing that journal rests with the Department of Justice. Mr. Hays is of the opinion that a publication should be entirely suppressed and its publishers prosecuted, or that it should be given equal mailing rights in common with the other periodicals of the country. The principle behind the present ruling is clearly and fairly formulated in the following words of the Post Office announcement:

> The war is over. We must return to the ordered freedom. Our method of safeguarding the public welfare, while at the same time maintaining freedom of the press, has been found through a long period of stable civil liberty better for the public welfare and personal security of citizens than to establish a bureaucratic censorship which in its nature becomes a matter of individual opinion, prejudice, or caprice. There is a certain cost in free institutions in which the institution of freedom of the press shares, but we in this country have preferred to pay such costs from time to time rather than to seek protection through the historically discredited devices of bureaucratic governments.

Nothing could more clearly indicate the transformation which has come over the spirit of the Post Office since the retirement of Mr. Burleson and the assumption of leadership by Mr. Hays than the ruling in the case of the illiberal "Liberator."

A DISASTER OF THE AIR

FIVE army officers and two civilians lost their lives, May 29, in the crash of an ambulance airplane flying from Langley Field to Washington. The accident came after a day spent in watching the experiments being carried out in the bombing of warships in motion, experiments which called for the concentration of an unusual number of planes at Langley Field. After the conclusion of the day's observations, several of these planes started back for Washington, among them one driven by Brigadier-General William Mitchell, Assistant Chief of the Army Air Service. General Mitchell, in a scout plane, succeeded in partly avoiding and in breaking through the barrier of sudden storms which brought disaster to the plane which carried its seven occupants to their death. The air conditions at the time of the accident are described by General Mitchell as follows:

> I saw heavy storms spread out toward the north, with much lightning. I turned up the Wicomico River, a Maryland stream running into the lower Potomac, to investigate conditions, and then caught a glimpse of one of the worst electrical storms I have witnessed in some years of flying. I thought to myself then: "Lord help the men that get into that storm!" However, I went up toward the edge of the storm to study conditions better. . . .
>
> Based on experience, I knew that if we got into that storm there would be a sure crash. . . . We were traveling over 120 miles an hour, and unable to go around the edge of the storm, which was moving too fast. . . .
>
> Looking toward the northwest, I could see a clear space between two storms in the direction of Fredericksburg. . . . I cut back over Virginia into the country of the Rappahannock River. We followed up that river until we struck the edge of a storm, and were then driven into a course that was on a line between Fredericksburg and Richmond until we saw an opening through the two storms. After traveling about fifty miles we managed to get through and then swung around so as to come out on the Potomac River again, about half-way between Aquita Creek and Potomac Creek, about fifty miles south of Washington.
>
> By that time the atmosphere cleared up and we came into Washington without further incident, landing at Bolling Field about 7:20 o'clock.

Captain Rickenbacker, the well-known American war pilot, was also caught in the same storm and had one of the narrowest escapes from death of his adventurous career. The story of the army officers and civilians who went to their death will never be told, for there was not a single survivor of the crash.

The incident brings out the need for the development of an extensive meteorological service for the particular benefit of aviators. Until airplanes shall have mastered the terrors of fog and storm, a mastery which even the birds do not possess, safety for aviators can only come from the possession of information which will enable them to avoid the perils of the new ocean which we are beginning to explore.

THE WAY OF THE TRANSGRESSOR

EVEN if Grover Bergdoll did delude the War Department with his story of a pot of gold at the end of the rainbow, the Government has at last succeeded in discovering a fairly large pot of gold which seems more accessible than either Bergdoll or his buried thousands. Bergdoll by his act of fleeing to Germany has become an "enemy without rights of American citizenship," so his property, which amounts to a very sizable fortune, has been seized by the Government, together with the property owned by Erwin C. Bergdoll, a brother,

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less notorious, perhaps, than Grover, but likewise criminal. The house in which Bergdoll's mother is living is the property of Grover Bergdoll, and she must either move out or pay rent to the Government. Mrs. Bergdoll has been ordered to make a detailed report separating the three estates, her own and those of her two sons, and until this has been accomplished she will be unable to touch one cent of her own property.

Moreover, as we understand it, neither she nor any one else is permitted to send money or communications to this alienized American.

"Uncle Sam" is an easy-going gentleman, frequently lax in the discipline which he administers to his erring nephews and nieces, but, like Cousin Egbert in "Ruggles at Red Gap," he can be "pushed just so far." The Bergdolls before their affairs with "Uncle Sam" are finally settled may be able to give a fairly clear definition of the location of this point of final pushability.

A LOOK AHEAD

For a long time certain financiers have believed that, both in the Government's interest and in the interest of the average investor, our Liberty Bonds should be refunded into one long-term issue; that half of this issue should bear a relatively lower interest and be tax-free, the other half to bear a relatively higher rate of interest and be subject to taxation.

It was not generally assumed, however, that the borrowings by other countries from us during the war would have any relation to this until, in his address the other day in New York City, President Harding said:

> The exigencies of war compelled the Government to take by taxation much wealth from our people to be loaned to our allies. This is the basis of their obligations to us. . . .
>
> It is altogether to be hoped that in a reasonable period we may change the form of these obligations and distribute them among all the people.

We do not quite understand how new securities could be distributed among "all the people." Even under the spur of war necessity, but one in five Americans bought Liberty Bonds. We suppose the President means that the new securities should be distributed widely among the people as a whole and not among a few financial groups or through the Government.

In the New York "Tribune" we read the following announcement from Mr. Carter Field, writing from Washington:

> The President proposes that, as the Liberty Bond issues mature, the Allies should issue long-term bonds, carrying a liberal interest rate, and that these bonds should be sold to the American public, using the proceeds to retire the Liberty Bonds.

The plan proposed is a good one, first, if American holders of American bonds would be willing to exchange them for foreign bonds; second, if they would risk supporting any refunding plan which might have a tendency further to depress the prices of Liberty Bonds. For, be it remembered, we were assured by trusted authorities when these bonds were issued that they would not go below par. The fact that they have long been below par has caused untold suffering among many holders who, to meet the high cost of living, have had to sell their bonds at great sacrifice. Any refunding scheme must of course take into consideration the difference between the 5 per cent interest on the foreign bonds and the 8 per cent which this very week is being assured to the buyers of the $100,000,000 special French loan. The refunding scheme, therefore, must needs have attractive features, not only as to interest rate, but also as to tax exemption.

THE DYE INDUSTRY

Some reasons for the Emergency Tariff Bill, now signed by the President, are the allegations that wheat has been coming from Canada at the rate of half a million bushels a day and displacing our product; that frozen meat is coming in such quantities as to affect the prices of our live stock disastrously; that wool is coming by the ship-load to such an extent that it is not possible to get a bid, even in Boston, for that commodity. But a chief reason for the bill is found in the dye section.

The development of the manufacture of dyes has not yet reached that point in this country where the industry is able to meet the requirements of preparedness in case of the menace of war. In the old days tons of coal tar from the coal ovens were wasted. It seems strange to think that coal tar, which we have since used for healing purposes, should now have its chief significance for wounding. But so it is. To-day coal tar is basic material for both medicines and munitions.

Direct connection between the dye business and war is seen in the manufacture of high explosives and gases. The Germans were able quickly to turn their dye factories into poison gas factories. Among the things produced by coal tar is picric acid, used in munitions. As Germany had a monopoly of the dye industry, she had a monopoly of high explosives.

Though to-day in this country many concerns are engaged in this industry, even so, we cannot compete with Germany. We need a tariff to keep off the rush of German goods.

GENERAL HORACE PORTER

Brigadier-General Horace Porter, who died at the age of eighty-four on May 29, was one of the last surviving of the notable men of the Civil War, and in other ways than as a military man has been a figure in American life. As a member of General Grant's staff he took part in the famous scene at Appomattox when General Lee surrendered, and later wrote perhaps the most authentic and picturesque of the many accounts of that great event in National history. Later he was executive secretary of General Grant when Grant was Secretary of War. His devotion to his chief was one of the most prominent elements in his personal history. His volume on General Grant's military career, "Campaigning with Grant," includes a fine appreciation of Grant's character. Next to General Grant's own memoirs it is the best book on Grant's achievement and personality.

General Porter was our Ambassador to France under President McKinley, and his diplomatic career of eight years was distinguished. It was while he was at Paris that General Porter took the chief part in the recovery of the body of John Paul Jones, who has been called "the father of the American Navy."

General Porter was not only noted for his military and diplomatic career, but also engaged successfully in railway life; a minor incident in that part of his career was his invention of the familiar "ticket chopper" still in use in the subway and elevated stations in New York.

Personally, General Porter was a man of genial qualities, was in demand as a speaker at public dinners, and was extremely happy in his telling of apt and entertaining stories.

A SCULPTURESQUE PAINTER

Abbott Thayer is dead at the age of seventy-one years. If any artist deserved to be called a sculpturesque painter, it was he. His figures stand out from the canvas with the dignity of sculpture. One thinks instinctively of those of his contemporary, Augustus Saint-Gaudens.

This sculpturesque quality was emphasized by Thayer's broad draughtsmanship, especially his use of the palette knife. Except for his previous mastery of technique, he might not have experimented with the knife, for it is a risky process. But Thayer was sure of his general technique; indeed, he could have produced admirable dry-point etchings, for his first lines were practically unerring. Pigments which appear muddy when laid on by the brush sometimes change to a rich and beautiful quality when applied by the knife. With the knife, therefore, Thayer ob-

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POLES, POLICE, AND POLICY

CARTOONS SELECTED BY OUTLOOK READERS

Sykes in the Philadelphia Evening Public Ledger

JUST A LITTLE FAMILY MATTER

From William B. Cooke, Philadelphia, Pa.

LeCocq in the Portland Telegram

ONE DARN BURR AFTER ANOTHER

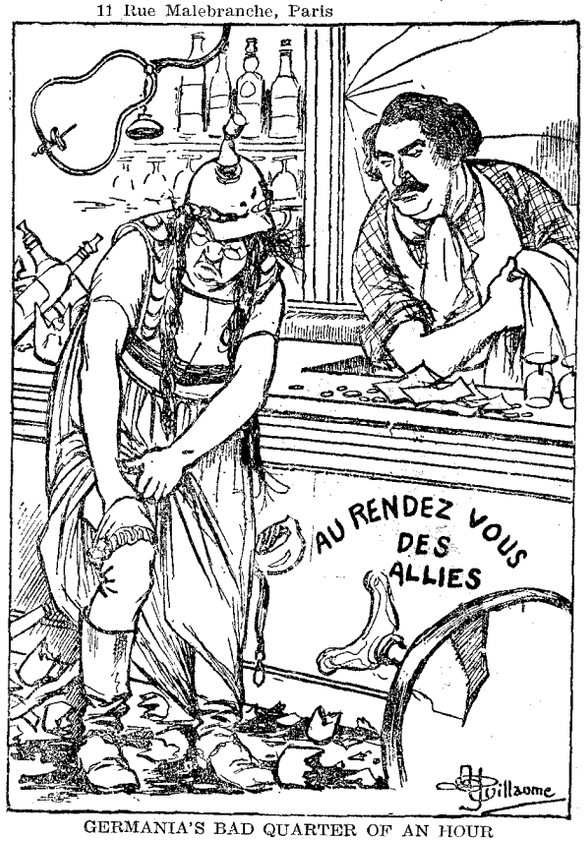
From S. McClain, Portland, Oregon

Darling in the Des Moines Register

OUR BOW-LEGGED CONSTABULARY

From Mary L. Brown, Ames, Iowa

From the Association of Garden Cities of France, 11 Rue Malebranche, Paris



GERMANIA'S BAD QUARTER OF AN HOUR

Briand: "Next time if you wish to get off more cheaply see that you avoid smashing things."

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tained tones of white not easily reached with the brush. This explains why most of his figures are in white. No other painter, perhaps, used the palette knife so persistently and even passionately.

But whether by brush or knife, Thayer was always experimenting to obtain a peculiar quality of color. His well-known "Caritas," in the Boston Museum, his "Young Woman," in the Metropolitan Museum in New York City, and his "Virgin," in the Freer collection at Washington, are examples in point. The "Caritas" is sometimes called "The Boston Madonna;" like all of the Thayer figure pieces, it impresses one as the work of a distinctly intellectual painter. The faces of the people in the Thayer paintings are not merely pretty or beautiful; they are those of people whose mental structure is evidently on a par with their physical powers.

A PERMANENT BRIDGE BETWEEN BELGIUM AND AMERICA

THE Belgian Educational Foundation has just announced the names of the university graduates whom it has chosen to study for a year in the universities of Belgium. It also announces the names of the Belgian students who are to come to this country for a year.

This Foundation, and the parallel Belgian institution, the Fondation Universitaire, are the result of the liquidation of the famous Commission for Relief in Belgium. At the close of the war the Commission's system of providing mass food supplies was continued until Belgium re-established herself on a pre-war basis. Then the residue from the sale of foodstuffs was employed, at Mr. Hoover's suggestion, for educational purposes. Part of the fund was used to enable the Belgian universities and technical schools to resume their activities. The remainder was devoted to the extension of higher education. The two Foundations were formed to open the institutions of higher learning to the sons and daughters of those who have not the means to acquire this education.

The fellowships in question are open to American citizens who have a knowledge of French and who are nominated by the heads of thirteen of our colleges from members of the faculty, research students, and graduate students.

The plan should build a permanent bridge of high relationship between the two countries.

PRINCE HIROHITO GREETED BY THE DEAN OF WESTMINSTER IN LONDON

JAPAN AND GREAT BRITAIN

THE present visit of the Crown Prince of Japan, Hirohito Michinomiya, to England is an interesting and picturesque event in itself. Whether or not it has political significance is uncertain, but its tendency must be to emphasize Britain and Japan's friendship.

The Japanese Crown Prince is about twenty years old. It is quite a new thing for Japan to send the heir apparent to its throne to a foreign country. The traditions of the Island Empire have heretofore made such a visit impossible. So that it may be said that the presence of Prince Hirohito in England marks an advance in freedom as to direct relations between the East and the West, and this step is notable also because it comes exactly fifty years after modern Japan began to model itself in political, industrial, and social matters after the Western type.

Naturally the reception of the Crown Prince in England has been cordial and the royal visit has been a memorable social event. The visit takes place at a time when the renewal of the Anglo-Japanese Alliance is under discussion. There are questions growing out of the recent war, and particularly those relating to the mandate of formerly German islands lying near Australia, that involve some disagreement of opinion in Great Britain as to whether the Alliance should be renewed. Yet it is reported that the Premiers both of Australia and New Zealand are in favor of that step. There is a pretty strong belief that what will result from the discussion may very well be, not a renewal of the treaty as a political and military agreement, but the substituting for it of a commercial treaty, the interpretation of which should be left to the League of Nations. This will probably include some kind of arrangement concerning the relations as to China between Japan and Great Britain, and such an agreement would undoubtedly have a bearing on the relations of other Western nations with China. For this reason America is very much interested in the outcome of this discussion.

The relations between Japan and Great Britain will form one of the most important subjects to come before the meeting in an Imperial Conference of the Premiers of the different British dominions which is to be held within two or three weeks in London.

"CAN THE PEOPLE OF IRELAND UNITE?"

IN an article in this issue of The Outlook entitled "Can the People of Ireland Unite?" Miss Eleanor Markell gives a fair-minded idea of the factors of politics and prejudices that make the question she propounds so difficult of solution.

Two events of very recent occurrence are the reverse of reassuring. One is the election riots in Belfast; the other the burning in Dublin of what some judges consider Ireland's finest building, the Custom-House on the banks of the Liffey River. Both of these instances of violence illustrate the bitterness of extremists.

The more significant is that which took place in Dublin. Despatches from that city assert that the assault on the Custom-House was deliberately planned and not the act of an ordinary mob. One report states that over one hundred and fifty men were in the assaulting party, and that they were provided with eighty-eight cans of petrol and four bales of cotton to use in their fixed and successful design to destroy the Custom-House as an act of war against the Government. There seems to be no denial of the statement that this act of incendiarism was carried out by a detachment of the so-called Irish Republic army; and if the Sinn Fein organization does not admit responsibility of the act it has not, so far as we can find, made any attempt to deny that responsibility. The "Irish Bulletin," which represents Sinn Fein opinion, speaks of the destruction of the Custom-House as a military operation ordered by the Dail Eireann, and complacently describes it as "a complete success." Ten or more persons were killed in the assault.

In the Belfast rioting extremists of both parties were engaged. The occasion was the voting which took place on May 24 throughout the northern or Ulster section of Ireland to elect members of the Ulster Parliament provided for under the Home Rule Law. The city of Belfast, although it is in the majority opposed to an Irish republic, contains a great many Sinn Feiners and also a small number of "covenanters"—men strongly opposed to the Sinn Fein

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idea, but also opposed to Irish Home Rule in any shape, and pledged since 1914 to abstain from voting in any way that would support the Home Rule idea. The fighting was fierce and passionate, but resulted in few, if any, fatalities. Armored cars patrolled the streets during the voting. The result of the voting in northern Ireland gives the Unionists a fair majority in the new Parliament over Sinn Feiners and Nationalists.

Such outbreaks of passion as these are a disheartening reply to the recent appeal of Pope Benedict for conciliation. So also is the recent assertion by Mr. De Valera that no negotiations would be of any avail if they did not concede an Irish republic free from any control by Great Britain.

In a recent public statement Mr. Lloyd George makes an appeal to the Christian conscience of Ireland and expresses his amazement that responsible men, eminent leaders of the Church, should state publicly that Sinn Fein has some kind of justification for "murdering innocent men in cold blood because its novel and extravagant political ideals have been denied." The English Prime Minister took occasion also, in discussing the question of so-called reprisals, to point out that the Auxiliary Division, which has been charged with some of these reprisals, did not begin its work till after a hundred policemen had been murdered in cold blood, and that not a single guilty person was executed for any one of these hundred murders, simply because no proof could be obtained. He denied that the Government had taken no action to punish persons guilty of acts of reprisals, pointing out that forty-three members of the Royal Irish Constabulary and of the Auxiliary Division have been dismissed after prosecution. He asserted roundly also that the declaration "that there has been any authorization or condonation of a policy of meeting murder by giving rein to unchecked violence on the other side is utterly untrue."

In a later statement in the House of Commons Mr. Lloyd George announced that he would soon lay before Parliament a Government plan for dealing with Irish conditions. He discouraged the idea of colonial autonomy for North and South Ireland, taking the view that the idea would not be accepted by the fanatical upholders of total independence, but that, on the contrary, it would be regarded as an act of weakness.

THE CUSTOM HOUSE AT DUBLIN AS IT APPEARED BEFORE ITS RUIN BY INCENDIARY RIOTERS

GERMANY PAYS SOMETHING

IMPRESSED with the necessity of making a money payment if she were to avoid the occupation of her chief industrial district, Germany has sent to the Reparation Commission treasury notes and checks to the amount of one billion marks gold, which is the amount that was due on May 31. Even the French Government, which has, with reason, been skeptical of Germany's intention to pay even what she can, is now inclined to think that the present German Government is intending really to pay a huge sum, if not all that it ought to pay. Indeed, the new German Government is known in Germany as the "government of fulfillment." The implication in this phrase is intended by the German reactionaries who use it to be derogatory; for they count it no honor for a German Government to have as its policy the fulfillment of the nation's obligations.

With her characteristic tendency to do things that alienate even those who want to believe in her, Germany has accompanied her act of enforced reparation with a most disquieting attitude toward the Silesian question. German troops are in Upper Silesia, and have been in clash with the Poles. Artillery has been used on both sides. The Germans complain that the Poles are aggressors; but it is reported in more than one instance that the Germans began the attack.

On the arrival of British troops in Oppeln, Upper Silesia, sent there to maintain order, the inhabitants turned out to bid them welcome. This British support comes as a timely fulfillment of Premier Briand's request that the British Government should contribute something more tangible to the settlement of the Polish question than advice.

Naturally, the situation of the French Government is difficult, but has apparently been handled by Premier Briand with skill. He has expressed what we believe to be the prevailing French view—that the ends of justice must be pursued so far as possible with means of moderation, but that they must be pursued. Those who have had faith in the French during this critical period have every reason for gratification. The French have been patient, industrious, loyal to their associates, and unswerving from a straight course toward future safety and some measure of reparation.

A COAL CONSUMERS' STRIKE

THOSE who think that the anthracite situation as regards the consumer is extremely unsatisfactory believe that the central point of the difficulty is in the tacit refusal of the wholesale coal distributers, or of what is sometimes called the "coal combine," to forward and store coal in excess of immediate demand by consumers and retailers. If last winter had not been an unusually mild one, there would have been a great deal of suffering and discomfort because of the shortage of supply. As it was, profiteers sold anthracite last winter at an excessive price and consumers had to beg for a ton at a time as a favor.

The price of anthracite to the consumer is almost half again as high now as it was when the war ended. There is a disinclination on the part of the consumers to buy at a high price. Those who control the supply say that this is a sort of "consumers' strike." The anthracite interests practically say to the consumer, "You should and must buy coal at the present price; if you do not, there will be a shortage of coal in

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the fall and prices will go up higher than they are now." If we ask why the roads and distributing agencies cannot bring coal from the mines now and store it for the future, the reply seems to be: "Why should we do this? We are in business to sell coal. The price should depend on the law of demand and supply, and we mean to get all we can." But the law of demand and supply is affected in the anthracite business by the lack of free and full competition. Thus, on April 1 last, according to the Geological Survey, the retailers had more coal on hand than at any time in two years. With the coming of summer, under this condition, one would expect substantial lowering of prices; but after some reduction in April, there has been a chorus of warnings from the coal interests, "Buy now at our prices, or we won't increase the supply to retailers, and then there will be higher prices still."

Ought there to be, can there be, a way of protecting the domestic coal-bin, or is the householder helpless?

One way certainly exists, that of Government ownership of mines and railways; but this way does not meet the views of the people of this country at this time. The Anti-Profiteering Law, under which action had been taken against exorbitant price-fixing in anthracite, has been held to be unconstitutional. The Frelinghuysen Bill provides extensive measures for investigation and inquiry about the conditions of the coal business, but does not go much further, although it contains an excellent clause relating to co-operation between the Government and dealers and consumers and others "to encourage the construction of facilities for the storage of coal and for its utilization." It is proposed also to appoint a Coal Commission and to authorize the Inter-State Commerce Commission to fix reasonable freight rates for coal. The Inter-State Commerce Commission has certain powers over the railway part of the business.

Despite this and the United States Supreme Court decisions as to the separation of coal-distributing companies from coal-carrying railways, and the law which forbids carriers of commodities to engage in the business of selling those commodities, the general impression is very strong that in the anthracite business the railways, the mine-owners, and the great distributing agencies are working together and do practically form what is called a "coal combine."

The unorganized effort of consumers to bring about moderate prices by tacitly declining to buy (which is a temporary reduction of demand) and that of the trade to limit supply until the demand becomes stronger—that is, until our coal-bins are empty and cold is impending—are bringing the anthracite question to the front in Congress and in the press. One view is that expressed by the New York "Herald:" "Coal producers who are berating the public for not loading up now with coal for next winter at war inflation prices might as well save their breath. At a time when steel plants, textile mills, railroads, express companies, and other industries are readjusting war inflation wages, cutting war inflation production costs, and lowering war inflation prices, the coal trade cannot expect to stay up in the war inflation clouds and get away with it."

Another view is expressed in a private letter to The Outlook from an economic expert who has for years been a special student of the coal question. He says: "There are two ways out of this intolerable blind alley in which the American people now find themselves. One way is for the effective organization of the consumer to protect his economic interest in a fair and reasonable price based upon the economic cost of production. . . . The other way is to declare by law that specified industries, such as anthracite, for illustration, have attached to them a public interest, and therefore are subject to Government regulation, as has been done in the case of the railroads, this regulation to be based upon the economic cost of production and not upon the book cost."

Golf Club House, Hoylake

HOYLAKE

A RATHER frowsy and uninteresting small watering-place about ten miles from Liverpool, lying on the shore where the River Dee, made famous by Charles Kingsley's poem, empties into the Irish Sea, will hereafter deserve a place in Anglo-American history in company with Saratoga and Bladensburg. The Hoylake battle was less bloody than Saratoga because the weapons were merely brassies, mashies, niblicks, and putters, and less humiliating than Bladensburg because our representatives gave the best they had. But there was about as much tension, certainly many more spectators, and undoubtedly much more international interest in the Hoylake battle than in either of the others. The mother country was licked at Saratoga, but she gave her children a good chastising at Hoylake, and we confess that our patriotic grief is somewhat assuaged by the admiration aroused by the vigor, persistence, and skill of the Old Lady.

Golf is probably now the most characteristic of all British sports. It is Scotch in origin and nomenclature, but England adopted it and has turned out some doughty champions. Unlike cricket, it has spread all over the world, and the United States has now as much enthusiasm and as many beautiful courses as the Scotch themselves can possess. We thought we could teach our golf forebears something, and, indeed, a few years ago an American-bred golfer, Walter Travis, captured the British championship. Last year another American-bred golfer, Robert Gardner, came within a "putt" of doing it. This year we sent over, not merely one David to attack the British Goliath, but a dozen. A team was made up of such distinguished young golfers as Ouimet, "Chick" Evans, "Bobbie" Jones, and others. The pleasant anticipation was indulged in of having the Americans put out all their British competitors and fight for the championship among themselves. But the tables were turned. Evans, Ouimet, and Jones were eliminated very early in the battle, which lasted for a week. A young man from Boston named Wright was the sole survivor to reach the round before the semi-finals. He was beaten by one hole by Bernard Darwin, who writes as well as he plays golf. He himself, however,

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was beaten in the next round, and the finals, a thirty-six-hole match, were played by Allan Graham, a British golfer of high rank, and W. I. Hunter, a young post-office clerk whose father is a golf professional. The victory of the latter, a hitherto unknown young man who has to play his golf out of hours, is an indication of the democratic character of the game and the extent of its appeal. The Americans, we are glad to say, although badly beaten, won the applause of the British both for their form, their skill, and their sportsmanlike qualities. This defeat, we are quite sure, will only spur on American contestants to make a better effort next year.

In the meantime the interest of the golf world is now directed to Turnberry, on the west coast of Scotland near Ayr, the birthplace of Bobbie Burns. At Turnberry the woman golf championship of Great Britain is being played as these lines are being printed. Miss Alexa Stirling, of Atlanta, Georgia, the American champion, was expected to go far in this tournament, but she fell in the first round before the present British champion, Miss Cecil Leitch.

Historically speaking, Hoylake is an important golf course, but it is one of the least picturesque and least interesting courses in the British Isles. Turnberry, on the other hand, is scarcely known, but it is very beautiful. The writer of these lines has played both at Hoylake and Turnberry. He never wants to see the former course again. But he wishes that he might tramp along with the crowd that watches the matches, on a beautiful June day, over the turf and dunes of Turnberry with the beautiful blue of the island Arran standing up in the sky off the Firth of Clyde. After all, whatever the British or the Yankees may say, the Scotch can never have wrested from them the championship of natural beauty and historic association which make their golf courses the Mecca of all devout worshipers and pilgrims of the game.

L. F. A.

"BLUES"

THE Young-Old Philosopher was saying to us the other morning: "Isn't it curious how no one dares to have the blues any more?"

We hadn't noticed the phenomenon; but when we came to think of it we remembered a certain aunt who used to lock herself in her room about three or four times a year and have it loudly proclaimed that she must not, under any circumstances, be disturbed, for she had the blues and must fight out her mood alone, in desperate solitude.

"Yes," the Young-Old Philosopher went on, "every household used to be troubled and cluttered with such a relative; and the strange part of it is that we paid so much attention to such fools and respected their silly wishes so graciously and definitely. Nowadays an aunt like that would be laughed out of house and home, and simply told that she was too funny for words, and hadn't she better take a long walk with some younger member of the family; and, after all, what had she to be depressed about, when millions of people were so much worse off than she? No one can stand ridicule. If the war did nothing else, it taught us all how infinitesimal our own little affairs were; and with the spectacle of thousands of children starving in Europe, the upheaval and disruption of the world generally, and the sense of personal responsibility most of us have come to take on, there is little time to be lost with drowsy individualists who announce, like a monarch, that they are weary and must be left alone for several hours.

"Who are they, after all? They bring on their own headaches nine times out of ten. They are so introspective that it hurts; and if they would only wake up and look out of the window, instead of into their trifling souls, they would see the glory and beauty of life, and have no moment for self-analysis—which is only egotism gone mad. Moreover, if they had a grain of humor, they would realize that to queen it and lord it over the rest of us is the stupidest attitude they could take. For kings and queens and lords and dukes and such-like folk are fast going out. So should they—into the country, anywhere—to get a fresh view-point, a glimpse of themselves as they really are."

NEW MANAGERS IN THE BUSINESS OF GOVERNMENT

POSTMASTERS come in contact with a great body of the citizenship. It is therefore important that citizens should, as far as possible, be pleased with the postmasters chosen to serve them. The appointment and personnel of postmasters are largely in charge of the First Assistant Postmaster-General. The new Assistant Postmaster-General must also needs be a useful adviser to Postmaster-General Hays in the plans now being developed for "humanizing" our postal service and introducing into it some of the sensible welfare benefits for which the Department has been notably deficient. That a physician should be appointed First Assistant Postmaster-General may surprise those who do not know of the qualifications of Dr. Hubert Work, of Pueblo, Colorado. His selection by the Postmaster-General, with the President's approval, is natural, for the former Chairman of the Republican National Committee has known how to choose as his right-hand assistants men known for efficiency and organizing ability. Such a one is Dr. Work. True, his vocation is medicine. He is an authority on mental and nervous diseases, and his profession holds him in such esteem as to elect him to the presidency of the American Medical Association. This week, at Boston, he is inducted into that office. During the war the late General Gorgas, Surgeon-General of the Army, chose Dr. Work to be the liaison officer between him and General Crowder; as such, Dr. Work was in charge of the medical inspection in the army drafting organization; he was first commissioned a major and later a lieutenant-colonel. As medicine is Dr. Work's vocation, his avocation is politics. He likes politics because he likes men and organizing. As

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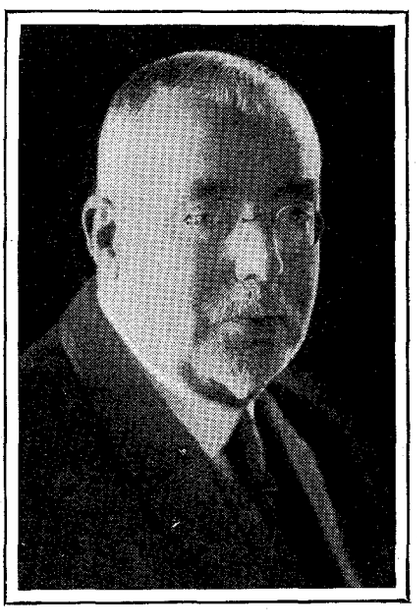
HUBERT WORK, FIRST ASSISTANT POSTMASTER-GENERAL

a delegate from Colorado he has attended a number of National Conventions. He has been chairman of the Colorado Republican Committee. Last year he went to Chicago to assist Chairman Hays, and, after the nomination of President Harding, was given the task of organizing the farmers. He did this effectively in forty States. His gift for organization will come into play in his new position in the Post Office Department. Dr. Work says that he was chosen for this position, he presumes, because his only claim to usefulness was a liking for organization. Doubtless Mr. Hays would go further, and say that Dr. Work was selected, not only because he likes organization, but because he has shown a marked ability for it. Certainly his name sounds like an augury for accomplishment.

Another appointment may possibly appear to be one of the incidents of politics. But if there were any doubt that the Department of Justice would be administered with vigor, it should be dispelled in the minds of those who know the man named by Attorney General Daugherty as his first assistant, Colonel Guy D. Goff, of Milwaukee. During the Taft Administration Colonel Goff was Assistant Attorney-General in Wisconsin and made a record for the number and success of his prosecutions. Before that time he had been City Attorney in Milwaukee, and under his direction an effective Grand Jury sitting was held which resulted in the indictment of a large number of county officials and their later conviction. When the war broke out, Mr. Goff came to Washington and was assigned important duties in the office of the Judge Advocate General as a major. Later he went to France as a lieutenant-colonel. Colonel Goff is a son of the late Senator Goff, of West Virginia.

Still another appointment may appear to be one of the incidents of politics—that of Claudius H. Huston as Assistant Secretary of Commerce. But it may well be taken for granted that the appointment is distinctly agreeable to Secretary Hoover. No man has more strongly committed himself to efficiency and to progressive development than has Mr. Hoover. He has always insisted and he always will insist that his associates be men of his own ideas and ideals. Mr. Huston was urged by the people of his State, Tennessee, for the position of Secretary of Commerce. He has been prominent for many years in Tennessee politics and took an active part in the recent campaign.



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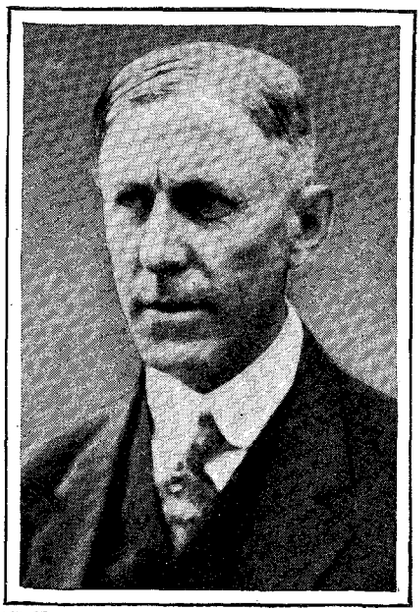
WILLIAM SPRY, COMMISSIONER OF THE GENERAL LAND OFFICE



(C) Keystone

CLAUDIUS H. HUSTON, ASSISTANT SECRETARY OF COMMERCE

Finally, another appointee has been prominent in politics—ex-Governor William Spry, of Utah, the new Commissioner of the General Land Office. Mr. Spry is well informed on land problems. He appreciates the importance of proper land development. He has had much to do with reclamation projects. He has served as President of the Utah State Board of Land Commissioners. He has been engaged in farming and stock raising, although a resident of Salt Lake City and in business there. He is a native of England, but came to this country in 1875. He is a Mormon. He served his State as Governor during two terms of four years each. If, in view of future tasks, Mr. Work's name seems appropriate, so does Mr. Spry's.

AVIATION AND THE NAVY

LETTERS TO THE OUTLOOK FROM THE SECRETARY AND ASSISTANT SECRETARY OF THE NAVY

RECENTLY The Outlook printed an article by Robert A. Curry entitled "A Job for a Thousand Airplanes." It was an impressive argument for providing adequate air defense for the Panama Canal. It cited figures to show that Congress had not appropriated money for a sufficient air force. In the course of his article Mr. Curry made certain comparisons between the cost of naval vessels and the cost of airplanes which have led readers of The Outlook to conclude that one of the purposes of the article was to deprecate appropriations for the construction of naval vessels, particularly of capital ships. That certainly was not the purpose of The Outlook in publishing Mr. Curry's article. We sent the article to both the Secretary and the Assistant Secretary of the Navy. From them we have received the following letters, which we have their permission to publish.

NAVY DEPARTMENT
Washington

May 16, 1921.

Dear Mr. Abbott:

Permit me to thank you for sending me the April 27 edition of The Outlook, containing the article on aviation by Mr. Robert Curry. I have read the article with a great deal of interest. It is gratifying to know that a magazine such as yours is interested in the advancement of aviation in this country, and I trust that you will hold your columns

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available for more material on the same subject.

There are in Mr. Curry's article one or two statements which, in my judgment, should have received more elaboration, particularly with reference to the statement, "One battle-cruiser costs $45,000,000, which is the price of one thousand airplanes." Presumably, the inference intended is that we should stop building battle-cruisers and build airplanes. The facts in the case are that we should build both. And again, while one thousand airplanes might be built for $45,000,000, it is not at all certain that they would be of the proper types to carry out the diversified duties demanded of a complete naval air force; some types cost much more than $45,000 each. And, further, a battle-cruiser costing $45,000,000 would be available for the first line for ten years, and for the second line fifteen more, a total life of twenty-five years. Upkeep would cost a million dollars a year, making $70,000,000 for the period of twenty-five years, or $2,800,000 a year. In the case of one thousand airplanes costing $45,000,000, and the life of an airplane being but two years, it would be necessary to spend $45,000,000 every two years. And again, in order to keep an airplane in condition, from fifty per cent to seventy-five per cent of its original cost is required during its life. On that basis, the total cost for twenty-five years is $858,750,000 for a thousand airplanes, or an annual expenditure of $34,350,000, and that price would give us something over twelve battle-cruisers. Consequently, the cost of one thousand airplanes in commission is not represented by the cost of one battle-cruiser.

One other thought which I would like to have you consider is that the defense of the Suez Canal by an air force alone would be a much easier matter than that of the Panama Canal, inasmuch as the Suez is in the center of territory owned or controlled by Great Britain for long distances on each side of the waterway, and the country adjacent is adapted to airdrome construction. This is not the case when we consider the Panama Canal. We own a narrow strip of mountainous country, and we must combine all elements, both military and naval, including aviation, in whatever plans are laid down for the defense of that important waterway.

Thanking you again for your great interest in this matter, I am

Very sincerely yours,

EDWIN DENBY,
Secretary of the Navy.

Mr. Ernest Hamlin Abbott,
Secretary, Outlook,
381 Fourth Avenue,
New York City, N. Y.

THE ASSISTANT SECRETARY OF THE NAVY
Washington

May 13, 1921.

My dear Mr. Abbott:

Mr. Curry's article, which you so kindly send me, is very interesting, but care must be used in interpreting it. If the article is intended simply to emphasize the necessity of proper aeronautical development in this country, it is all right. If it is intended by inference to imply that aeronautical development makes unnecessary the construction of capital ships or the completion of the 1916 building programme, it is all wrong.

The capital ship is the navy. Without the capital ship you have no navy. The capital ship stands in the same relationship to the naval establishment as the infantry does in the military establishment. Quoting offhand, I believe Napoleon and a number of others said, in effect, "The infantry is the army. When the infantry is defeated, the army is defeated. When the infantry is victorious, the army is victorious. All other branches are but auxiliary arms." The same holds true of the navy, substituting capital ship for infantry.

Next week we shall print an article entitled "A National Aviation Policy," by Mr. Roosevelt, the Assistant Secretary of the Navy.

At this moment there is considerable agitation based on a school of thought which has as its thesis that the airplane properly developed renders the floating navy obsolete. This situation as regards the present advocacy of the airplane as a universal panacea has been paralleled in history time and again. When the Whitehead torpedo was first invented, there were many who said that it spelled the elimination of the capital ship. This went so far that France stopped building big ships and only built torpedo boats. In a short time, however, they returned to their original policy and renewed construction of the large vessels. In the same way you will recall that the machine gun would eliminate the infantry, yet the last war on land was fought and won by the infantry with the machine gun developed as never before. We all can recall recently how the submarine was advocated to eliminate the capital ship, but von Tirpitz himself in his memoirs, again I quote from memory, says that his one regret is that he did not build more capital ships. The battle of Jutland, the last and largest naval engagement, was fought and won by capital ships.

In Mr. Curry's article there are a number of points which, to say the least, are capable of misinterpretation. To point out just one striking one. There is italicized half-way down the first column on page 685 the following statement: "One battle-cruiser costs $45,000,000, which is the price of one thousand airplanes." What is the inference the average individual would draw from this? The inference is clear, that the cost of the battle-cruiser to the United States is one thousand times that of the airplane. Now, as a matter of fact, the life of a battle-cruiser is fifteen years and the life of an airplane is two years. Therefore, if stated accurately, it should read about one hundred and thirty-odd airplanes.

References are made in the article to General Mitchell's book. The references are such as to indicate that the writer indorses the statements therein. General Mitchell's book is very interesting, but it is inaccurate. It is a mistake to read it without realizing this. For example, again I quote from memory, Mitchell says that the air service played a very considerable part (I am inclined to think he said, determining) in the battle of Jutland. In so far as I know, no airplane was up during the battle. Admiral Scheer had five dirigibles there. There were approximately three hundred ships battling on the North Sea. Of these, three failed to gain contact at all, two sighted vessels and immediately lost contact with them. None realized that the greatest naval battle of modern history was going on. In Admiral Scheer's report he says, in effect, that, due to climatic conditions, the air service amounted to little in this engagement.

Now I do not wish you to feel from the above statements that I do not realize the value of the air service. The air service is of vital importance. It is a most valuable auxiliary arm, but it is not correct in any way to speak of it as a rival to the capital ship. It is not a rival, it is a complement. Personally I have worked very hard on the air service since I have been in the Department. I am most happy to say that progress is being made at this time by Congress and by the Governmental branches. I think it is of great importance to adopt a system of National air highways and to form a code of laws governing the air. I have been standing firmly for the airplane carriers, as advocated by the Senate, but we must deal with facts, not fancies. We must not figure on possibilities as if they were probabilities or certainties. Imagination is invaluable only when it is driven in double harness with hard common sense.

With best regards to you,

THEODORE ROOSEVELT.

Mr. Ernest H. Abbott,
381 Fourth Avenue,
New York City.

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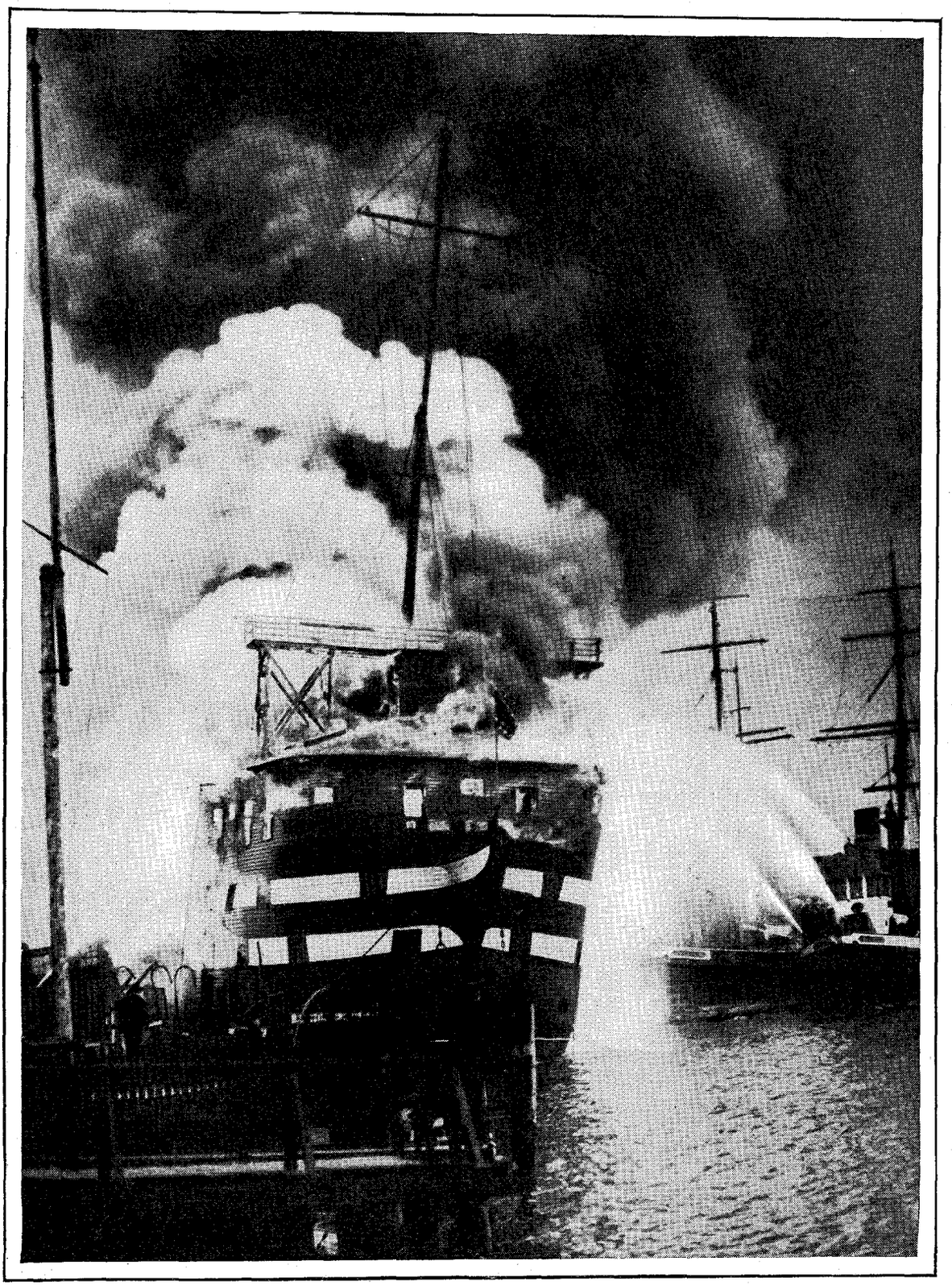
THE PASSING OF THE OLD NAVY



Central News

One of the last of the ships of the old Navy of the United States, the training ship Granite State, was destroyed at her pier in New York City a few days ago. She was originally christened the Virginia and was over a century old. At one time she was called the New Hampshire, but when the battleship New Hampshire was built she was renamed the Granite State. Since 1892 she has been used as a training ship. She caught fire accidentally from blazing oil in the harbor

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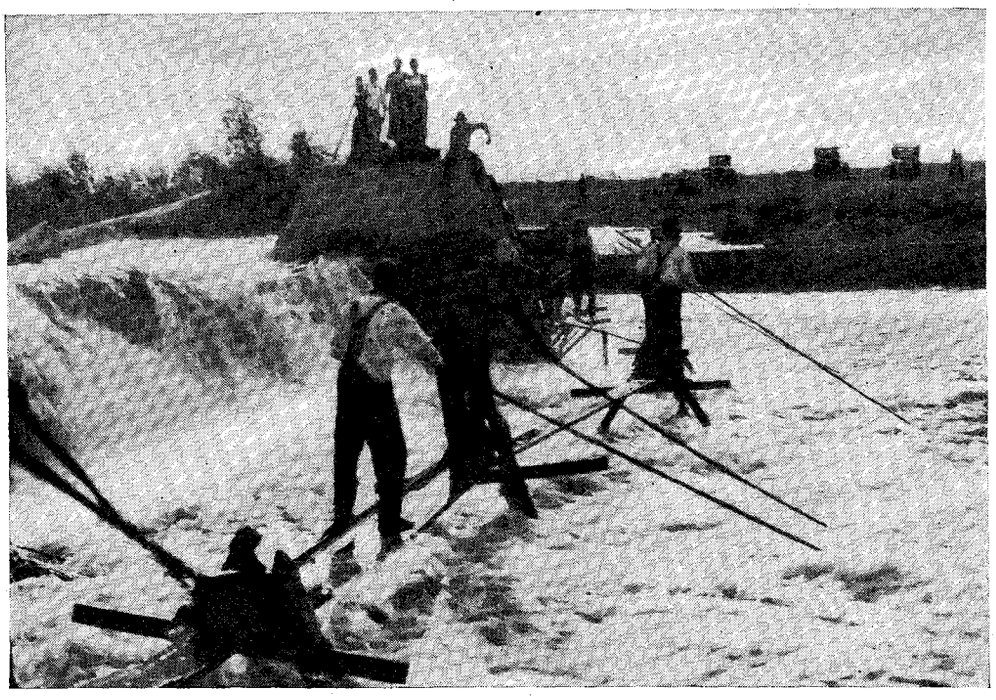

International

YAKIMA INDIANS FISHING AT PROSSER DAM

International

YAKIMA INDIANS IN CONFERENCE EXPLAINING THEIR CLAIMS

Five years ago the State of Washington prohibited these Indians from fishing within four hundred feet of the great Prosser Dam. In the years when Washington was still a Territory the Indians signed a treaty wherein they were granted the right to fish for salmon at this dam. The Indians therefore claimed that the State had taken from them their just rights under the treaty. In the lower picture Chief Menninick, of the Yakima tribe (at the right), is explaining the Indians' claim to Senator Bishop, of Washington (standing at the left). Near the Senator a squaw of the tribe is acting as interpreter. The Indians, it is stated, as a result of the conference, had their fishing rights restored

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JAPAN AND AMERICA

I—KEEPING THE PACIFIC OCEAN PACIFIC

TWO AMBITIOUS NATIONS—THE WESTERN PROGRESS OF THE WEST AND THE EASTERN PROGRESS OF THE EAST—HISTORY AS A GUIDE TO THE FUTURE—RESEMBLANCES BETWEEN DIFFERENT PEOPLES—THE SOUND REASONS FOR ACCORD—SETTLING THE FAR EASTERN QUESTION—THE PROBLEM OF THE JAPANESE IN CALIFORNIA

AN INTERVIEW WITH VISCOUNT KANEKO

BY EDWARD L. CONN

VISCOUNT KENTARO KANEKO has perhaps more personal friends in the United States than any other Japanese. Few Americans of distinction visiting Japan fail to call at 30 Ichi Bancho, in Tokyo, the home of Viscount Kaneko, and all who converse with him are made to feel that his days of usefulness are not over, although he has retired from active politics, and also that Japanese-American relations might be greatly improved if the statesmen of both countries were animated by the same sentiments and impulses that characterize Viscount Kaneko's words.

Viscount Kaneko, a Privy Councilor, carries the degree of Doctor of Laws from Harvard University, from whose Law School he was graduated in 1878, and during the Russo-Japanese War he was the non-official representative of his Government in the United States, being credited with having prompted President Roosevelt to take the steps that ended that conflict favorably to Japan. He has had broad experience in Japanese public life, and is devoting his later years chiefly to cultivating in Japan a right conception of America and promoting through unofficial agencies movements having for their object the development of warmer mutual regard between Japan and America.

In Viscount Kaneko's reception-room, furnished in Western fashion, are evidences of the esteem in which he is held by eminent Americans; but what is most striking to the caller is a portrait of the late President Roosevelt, occupying the most prominent position in the room, over the mantel, and only a degree lower than the portrait of the late Emperor Meiji.

VISCOUNT KENTARO KANEKO

I

I asked Viscount Kaneko if he would discuss the future of American-Japanese relations. He presently responded, and spoke as follows:

"Within the last few years there have arisen two great nations, one on each side of the Pacific, and both have experienced a rapid increase of population and of wealth. These two nations are the United States and Japan. One of these by reason of geographical propinquity to China, Mongolia, and Siberia, and the other by the power and wisdom shown in the late European war, find themselves in the arena of world politics. These two great Powers are separated physically by the vast Pacific Ocean, yet the genius of the two peoples, expressed in terms of steam transportation, of the cable and the wireless telegraph, is bringing the two countries ever closer and closer together.

"These two peoples facing each other across the Pacific are each ambitious, politically and commercially, and the situation suggests this question: Shall they collide in the future, or can they be kept in felicitous friendship? This is one of the most intricate and perplexing problems that the statesmen of the two nations confront and must solve. Some persons in each country are predicting a future war, some, even, are attempting to create a fear of such a war. Without questioning the motives of such individuals, it might be profitable to examine the past and the present with a view of ascertaining what they promise for the future.

"Taking a broad view of the history of both countries and appreciating the necessities in respect of the development of those territories bordering upon the Pacific Ocean, I do not entertain the slightest fear of a future war; but, on the contrary, I have every reason to believe that the two nations can walk together in complete harmony and peace. Let us glance at the history of

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the progress of the world. Civilization had its origin somewhere in the western part of Asia, and in spreading out it took two courses, one running westward through Greece and Rome, irradiating thence throughout Europe, taking thousands of years, finally crossing the Atlantic and setting firm foot on the new continent of America. Western civilization—of Greek art, Roman laws, Christian religion, and twentieth-century science—has flowered in the United States and has attained the illustrious and enlightened condition in which we see it in that country. The course of Western civilization stopped at the western coast of the United States.

"Another current of civilization from its ancient and original source had an eastward course from western Asia, carrying it through India, China, and Korea, bringing to Japan Indian philosophy and religion, Chinese morals and political principles, and Korean arts. In Japan the eastward course of Eastern civilization stopped at its eastern shore.

"Now these two movements, these two consummations of world civilization, as developed through thousands of years on different sides of the world, stand face to face, with the Pacific Ocean between them. Shall the two civilizations be left as they are, be prevented from meeting, with this oceanic gap separating them? That cannot be. The world is circumnavigated by steamers, circumscribed by the telegraph and by mails, therefore civilization must complete its circuit without break or interruption; that is the nature, that is the mission of civilization.

"Therefore these two nations, the United States and Japan, are put in the position of being connecting links between the Occidental and the Oriental civilizations. This fact indicates a high duty assigned to the peoples of the two countries. How are they to perform that duty? Here, again, I must look back into the history of Japan and the United States. Sixty-seven years ago Japan was a hermit nation. It had sealed itself up in these small islands, never knowing what progress the outside world was making. Who awakened Japan from this slumber? It was the United States Government, which sent Commodore Perry to us to persuade us to enter into the comity of nations and to adopt the same polity as Western nations. Thenceforth the American Government and the American people did everything in their power to make Japan what she is to-day. The organization of all our departments of Government was fashioned after the American example; the system of public schools was introduced from the United States; telephone and telegraph, mails, lighthouses and harbor construction, were planned by American officials and engineers; Japan's system of specie currency and paper money was made exactly as the American; in fact, all our modern improvements were introduced from the United States by the good offices of the United States Government or the kindliness of the American people, and Japanese men, women, and children remember that; that has been taught in Japan's public schools. This is a great asset for America.

COMMODORE MATTHEW C. PERRY

"Sixty-seven years ago Japan was a hermit nation. . . . Who awakened Japan from this slumber? It was the United States Government which sent Commodore Perry to persuade us to enter into the comity of nations and to adopt the same polity as Western nations"

"In regard to America, as I have already said, the United States acted as benefactor as well as guardian of the hermit Island Empire at the time of the opening of Japan, and the American people understood their duty to rear up and to bring Japan to the realization of a position in the comity of nations on a basis of independence and equality with all other nations. Consequently, at every moment of crisis in Japan's diplomacy the American Government was, and is, the first to support us. The United States Government was the first to recognize Japan's right to abolish extra-territoriality and the limitation on our levying of customs duties. The Americans were the first to send missionaries and to teach Christianity in Japan and to establish a mission school to teach Japanese youth. In America all schools and colleges are thrown open to Japanese boys and girls to receive an American education, the fruit of the Anglo-Saxon civilization, in order that the benefits of Western civilization may permeate Japan. America has supplied us with raw materials—iron, cotton, flour, petroleum, and other necessaries—to sustain and to promote our national existence. In this sense Japan is a good market for American trade.

II

"For these reasons, should international difficulties arise between the two countries both peoples would be sufferers. Should the Americans and Japanese sever international relations and resort to war, they would be compelled to cast away all those assets and benefits developed and multiplied during sixty-seven years of friendliest intercourse, with immeasurable loss and injury to each people.

"Suppose, however, that they should fight. Neither the United States could conquer Japan, nor Japan the United States. Therefore war is unthinkable. If I may use the words of General Sherman, war would be 'hell' to both nations. Any sane-thinking and common-sense man can understand that; but there is in every herd of sheep a black

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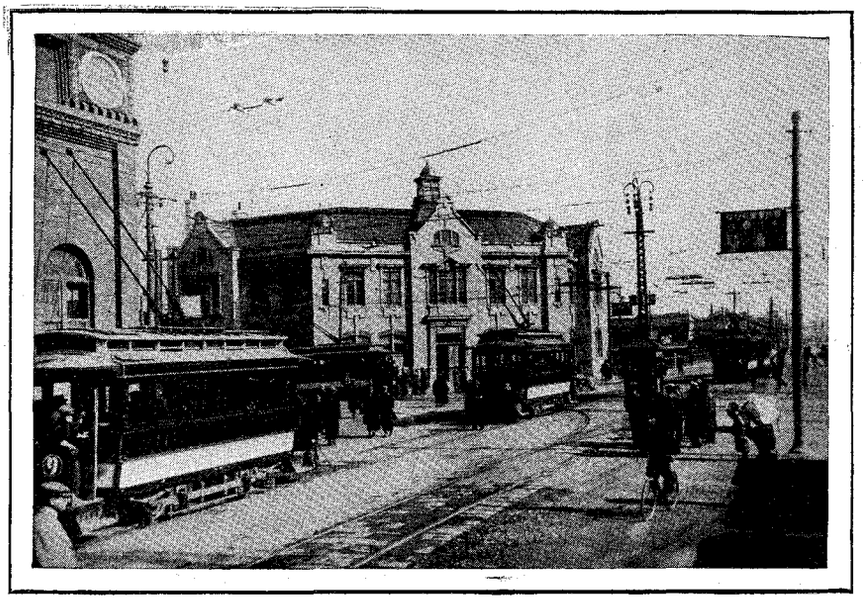

A STREET IN THE BUSY MODERN CITY OF OSAKA, JAPAN

"All our modern improvements were introduced from the United States by the good offices of the United States Government or the kindliness of the American people, and Japanese men, women, and children remember that; that has been taught in Japan's public schools. This is a great asset for America"

one making mischief, and it is the duty of every American and of every Japanese to suppress such mischief-makers.

"Americans and Japanese can, and ought to, co-operate and work in harmony in all international dealings, both private and public. Although the two peoples are very different in racial traits, they resemble each other very much mentally, because they are both peoples of ideals as well as practical. They are both optimistic visionaries in the examination of idealistic projects, but when it comes to applying the ideals to practical problems it must be demonstrated that those ideals can be realized. Each people wants to know if a proposed solution of a problem is beneficial, first to his country, then to humanity. In other words, ideals alone do not satisfy; practicality also is insisted upon. As practicalists they say: Will the project bring gold to the pocket or to the national treasury? As idealists they also possess the peculiar faculty of combining the elements of idealism and materialism, from which they derive a workable plan, whether it be in business or diplomacy. They are idealists in the beginning; but, conscious of the material and forces with which they are dealing, the idealistic conception is made realizable by their practical genius. The Americans and the Japanese are the most practical of all peoples in both private and international affairs.

"By reason of that fact, when any intricate international question arises both peoples examine the subject first from the view-point of the idealist, and then examine the idealistic solution from the view-point of the practicalist. The result is the application of principles ideal in nature but which admit of practical execution. Consequently, the Japanese and American peoples do not mentally conceive of themselves at war, as European nations may, and this is a national characteristic of these two peoples. When I say Americans, I may not include every American; what I mean is that this American trait, this trend of the American mind, its character and traditions, are the spiritual and mental and practical inheritance from those Puritan and Huguenot pioneers who opened the continent of America. A study of the American people in colonial times, in the Revolutionary War, in the Civil War, in the recent cataclysm, reveals that the character of the American people is just as I have described. There are many foreign elements, but here again it is seen that the American people, descendants of the old American stock, have the capacity to educate and Americanize the foreign elements, to make them assimilate with American customs, manners, and thought, to make them as pure Americans as the descendants of the Puritans or Huguenots.

"In this respect the Japanese very greatly resemble the Americans. They possess the power of assimilating and harmonizing. When they introduced Indian religion and philosophy, Chinese morals and political principles, and Korean arts, they adapted them to their own requirements and harmonized them with Japanese traditions and customs. During the last fifteen hundred years Japan has had immigrants from China, Korea, and Malaysia, but we have assimilated them and made them pure Japanese. The sixty million Japanese are largely made up of Chinese, Koreans, and Malays, but all have the Japanese character, all are Japanese patriots, just as the conglomerate and heterogeneous American people are all true Americans. In respect of this racial characteristic of the American and Japanese peoples I might say that America has a cosmopolitan Occidental civilization, while Japan has a cosmopolitan Oriental civilization.

"When it is seen how skillfully blended and harmonized are these two civilizations by America and Japan, respectively, why should not America and Japan themselves act in accord and harmony when they come in touch with the gigantic problem of the Far East, commercially, industrially, and intellectually? Remembering that both peoples are historically cosmopolitan, I have no hestitation in predicting that when these two civilizations come in touch with each other they will co-operate harmoniously, thus insuring peace on the Pacific, and not only on the Pacific, but to the whole world.

"I say, therefore, that divided they fail, and united they succeed, in bringing peace to the whole world.

III

"Specifically, there are two immediate problems for solution now before America and Japan. They are the Far Eastern question and the California question. The Siberian, Mongolian, Manchurian, and Chinese questions must be handled by America and Japan from the standpoint of world politics. Europe, after the late war, is too busy and will exhaust all its energies and forces in reconstructing itself, and will not be able to pay much attention to those two problems, while America and Japan, comparatively uninjured by the war, have free hands with which to take up the problems. There will doubtless be many irritations, disagreements, divergencies of views, on both sides; but, bearing in mind all that I have said, I am confident that the Americans and Japanese can settle the problems peacefully and satisfactorily to both nations.

"But the California question is more troublesome than the Far Eastern. If there were no California question, then there would be no germ to threaten a disturbance of the peaceful relations between Japan and the United States. Whenever there is any difficult question between Japan and the United States, there is always the California question at the bottom, and if anybody can root out that germ then he will insure the maintenance of the most cordial relations between the two countries. My idea of solving the California problem is this: If we should not send a single laborer to California in the future, the Californian people would have no fear of a Japanese invasion. Ever since the Takahira-Root and the Ishii-Lansing agreements, we have not issued a single passport to a Japanese coolie to go to the United States. Our Government have kept every word of their promise; therefore, if the American Governments —Federal and State—treat the Japanese residents in America on the same footing as European residents, then the Japanese Government and people ask or demand no more. This question must be dealt with on the principle of reciprocity. We adhere strictly to the letter of the agreement not to send a single

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coolie to America, and at the same time America should permit Japanese residents to enjoy the same liberty and privileges granted to Europeans in America. We wish no special favor and have no intention of asking anything more than is granted to Europeans. If this idea were kept in the minds of the Californian politicians, there would be no more trouble between Japan and the United States.

"Now I ask, have not the Americans and Japanese a nobler and grander problem to solve than the California question? The work of assimilation and harmonization of the two civilizations—Oriental and Occidental—is waiting on both shores of the Pacific for American and Japanese to take into their hands. This is a glorious and magnanimous duty for America and Japan to perform for the benefit and happiness of mankind and for the progress and peace of the whole world."

II—CALIFORNIA AND THE JAPANESE

DIFFRENCES OF RACE, CUSTOMS, AND ECONOMIC STANDARDS—DIFFERENT, NOT INFERIOR OR SUPERIOR—THE GOOD CONDUCT OF JAPANESE ALIENS—JAPANESE CHILDREN IN THE PUBLIC SCHOOLS—THE OWNERSHIP OF AGRICULTURAL LAND—PARTLY A MATTER OF NEIGHBORS—A JAPANESE GOVERNMENT WITHIN THE UNITED STATES—IS ASSIMILATION POSSIBLE?—A NATIONAL APPLICATION OF THE GOLDEN RULE

A STATEMENT OF AN AMERICAN POINT OF VIEW

BY A CALIFORNIAN

JAPANESE claim that the difficulty in California over their presence is at root racial. Natives generally declare that it is economic. It is both. The economic, social, and political problems produced are the cause of antipodal racial differences, wrought out by the centuries in history, education, traditions, customs, habits of thought, plane of living, and resultant code of ethics, standard of morals, and religion. And with intermarriage a biological anachronism, as unwise to-day as when Herbert Spencer advised Viscount Kaneko in 1892 to "peremptorily interdict marriages of Japanese with foreigners," there cannot be any question of the unassimilibility of the Japanese.

Californians do not claim that the Japanese are inferior. Many readily admit they are potentially, at least, superior to their own race, and undoubtedly superior to some other races eligible to citizenship because they are assimilable. The Japanese are not eligible to citizenship, although concededly superior to others, solely because they are unassimilable. Eligibility to citizenship in the United States does not prove superiority, or ineligibility inferiority.

The treatment of Japanese in California is beyond criticism. In my travels I have never seen any harshness, incivility, or rudeness shown them. They are treated far better, by and large, than millions of our own native-born citizens. On the other hand, the Japanese are temperate, very industrious, of course, and law-abiding. They do not add to the criminal business of our courts to any considerable extent.

The Japanese question in California is neither merely a political football kicked around by demagogues nor the *bête noire* of organized labor. There never was a time after the settlement and development of the west coast by American pioneers that the Oriental race question was not of vital concern. The framers of California's organic law recognized the problem as one that could not be ignored, and when the Constitution was revised in 1879, declared in Article XIX of Section IV that the presence of foreigners ineligible to citizenship is dangerous to the well-being of the State, that their immigration is to be discouraged by the Legislature "by all means within its power," and the "section enforced by appropriate legislation."

But not until thirty years after the adoption of the revised Constitution did the Legislature seek to carry out the injunction of this article. In 1907 an act providing for the segregation of Japanese children in the public schools was under consideration when President Roosevelt intervened. The result was the famous "Gentlemen's Agreement," providing that Japan should withhold passports from all laborers and prevent migration of that class of her subjects to the United States.

In 1911 legislation was under consideration, but abandoned at the request of President Taft. In 1913, after Secretary of State Bryan had presented his argument that California should not act, the so-called Webb Act (after Attorney-General Webb, one of the best lawyers in the State) was passed and became law, but did not contain the anti-leasing provision.

There was an effort in 1918 to amend the 1913 act, but Governor Stephens restrained the Legislature, stressing the exigencies of war. Great pressure was brought to bear on the Governor to call a special session during the year 1920, but he refused and directed the State

JAPANESE LABORERS IN THE CALIFORNIA FRUIT COUNTRY

"Whenever there is any difficult question between Japan and the United States, there is always the California question at the bottom. . . . If we should not send a single laborer to California in the future, the Californian people would have no fear of a Japanese invasion. Ever since the Takahira-Root and the Ishii-Lansing agreements we have not issued a single passport to a Japanese coolie to go to the United States. . . . We wish no special favor and have no intention of asking anything more than is granted to Europeans."—Viscount Kaneko's interview. "In 1909 the total acreage owned and leased by Japanese in California was 83,252, and in 1919, 458,056 acres, an increase of 412.9 per cent since the agreement."—"Californian's" article

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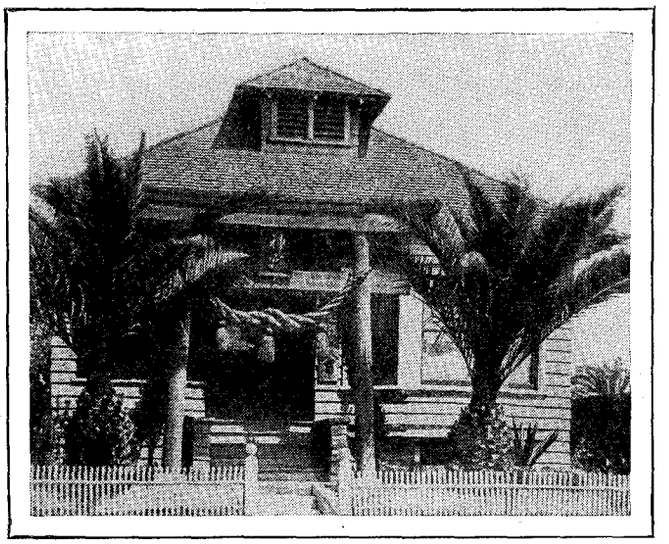
Board of Control to make a survey, full and impartial, of the entire Japanese situation. Upon it Governor Stephens based a strong presentation of California's case to the Government at Washington in a way that should result in satisfactory diplomatic action.

California's legislation is well within her legal rights, and in conformity with the Constitution of the United States, the Federal statutes, and the Treaty with Japan. A Federal statute of 1887, in force to-day, makes it unlawful for any person not a citizen of the United States or who has not declared his intention to become a citizen to hold or acquire real estate. The Anti-Alien Land Law of California goes no farther. The Federal statute preserves the right of aliens ineligible to citizenship to acquire, own, and possess real estate granted by the terms of any treaty of the United States and the Governments of which such aliens are subjects. The California law preserves the same right. Delaware, Kansas, Kentucky, Minnesota, Missouri, and Arizona have laws substantially like California's, and in New York, aliens not eligible to citizenship may not own real estate for six years.

Few persons not lawyers know where the phrase "ineligible to citizenship" came into use; many think it was coined in California's legislation. The control of naturalization is among the powers delegated to the Congress by the Constitution of the United States. The first act adopted in exercise of the power was in 1790, when the right or privilege of naturalization was limited to *free white persons*, continuing as the fundamental prerequisite of citizenship ever since, except for the amendment of 1870, which included the words "and persons of African descent." With that one exception, resulting from the Civil War, the belief of our fathers that only "free white persons" should be granted citizenship has continued unbroken in statute form for one hundred and thirty years.

The so-called Japanese question which constitutes the friction in our relations with the Imperial Government is this, simply stated: Japanese laborers have entered California in such numbers that, with their steady and well-defined policy of becoming landowners, they constitute a danger economically, socially, and politically. The Japanese race is prolific beyond belief, and the addition of offspring born here will greatly increase our Japanese population. The problem is this: Can we Americanize the Japanese now here and those to be born here?

It is reasonably certain that there are 100,000 Japanese in California. Between April 15, 1910, and December 31, 1919, this alien population *increased* 25,592. In all the other States it *decreased* 10,873. The Japanese in California have applied their energies to the acquisition and control of agricultural lands, with standards and methods different from those of Americans, working under the co-operative system which distinguishes the Japanese in team-work, and



A JAPANESE SHINTO TEMPLE IN LOS ANGELES

"The Japanese have their temples in California." *Shintoism* is the national religion of Japan. It is the religious form which Japanese patriotism has taken

willing to work, if necessary, fifteen and even eighteen hours a day, women and children included, under the poorest of living conditions. It is not strange that Americans cannot and will not compete with them. Neither is it surprising that Japanese proudly claimed, according to an estimate made early in 1918, that they produced in California at that time from fifty to ninety per cent of the principal vegetable crops raised in the State. Their ultimate control of important food products is probable.

In 1909 the total acreage owned and leased by Japanese in California was 83,252, and in 1919, 458,056 acres, an increase of 412.9 per cent since the agreement. In 1909 they marketed $6,235,858 worth of produce; in 1919, $67,145,730—an increase of 976.8 per cent.

The Japanese also present a social problem. The 125,000 Japanese in California are not widely scattered throughout the wide domains of the State, but are concentrated in comparatively restricted areas. Japanese secure certain agricultural holdings limited in acreage. Others follow. The nearest white farmers or orchardists move, perhaps selling to Japanese in order to facilitate their leaving. Japanese continue to come in and whites to go out, and in a very short space of time a large Japanese colony results.

California claims that the Japanese are not assimilable; and that is true. Once a Japanese, always a Japanese, is essentially a fact. Other nationalities have nothing to offer them; Japan's Government and national life—as they view them—are the best; and they would not transfer their allegiance to the Emperor to become citizens of any other country. There may be a few Japanese with a different concept, but they are in a decided minority.

The Japanese in California have transplanted their own civilization, manners, and customs to America. As to government, wherever there is a sufficient number of Japanese, they have their own, and, under a membership fee in one or another of the Japanese associations, levy a tax on males and families.

There is a Japanese Association under control of the Consul-General in San Francisco, another under charge of the Consul at Los Angeles. There are numerous district associations under control of these two Consuls. Councilmen are elected by the Japanese who exercise the right of franchise by the payment of their tax-dues; the councilmen appoint the other officers. The manager corresponds to the business manager of a municipality.

An assembly is held annually composed of delegates elected by the local associations; another is composed of the managers—the two forming a sort of legislature, with a lower and upper house. All the Japanese in the United States, including native-born as well as subjects of Japan, must report births, marriages, and deaths, and all family movements, to the Japanese Government. The information is conveyed by the association to the Government, imposing a fee-tax for the service. The fees collected aggregate a large sum annually, which, it is said, is expended for propaganda. This of course is an intolerable, un-American situation.

A Japanese school is usually established and maintained by each association. The majority of Japanese children are thus obliged to attend two schools, first the American public school, and afterward the Japanese, where the studies are the same as in Japan. These schools are controlled by a Board of Education of Japanese members, and are conducted with strict Japanese official formality. Japanese children are mentally keen, but the amount of study required must be injurious physically, while the contrasting codes of morality and divided allegiance can scarcely be considered to promote assimilibility or develop Americanism.

The Japanese have their temples in California. There are about fourteen Buddhist temples in the State. It cannot be said that all Japanese worship Buddha. There are a number who are Christians.

Well-informed Californians know that the Japanese in California maintain a very close sort of corporation in their

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associations, but it remained for Professor Yoshi S. Kuno, of the University of California, to give the details of this quasi-Japanese government. It is from his report the brief details here given are taken.

When it is borne in mind that the Japanese as a race are extraordinarily prolific, and without the entry into the State of another subject of Japan during the next decade the population will have been doubled, it will be realized what a problem confronts the State. Professor Kuno has given the biological phase of the Japanese problem close study, and it his conclusion that the Japanese population will be doubled in the next ten years, and then there will be approximately 200,000 in the State. Given the Japanese standard of living, the contribution of the entire family—father, mother, and children (where the offspring are old enough)—to agricultural toil, we have an economic condition with which the American farmer cannot compete. Unless, therefore, a curb was placed upon land ownership by Japanese, Californians felt that a time would come when the increasing number of Japanese and their hunger for land would crowd out the native farmer.

That is a condition not to be thought of in the interests of both the United States and Japan. No other State in the Union would permit it, and Japan would not tolerate it any longer than it would take her to end it. Japan barred Chinese labor after the Russo-Japanese War, and it was necessary for her protection economically to do so. Japan does not allow foreigners to own or lease an acre of agricultural land, and no foreign nation protests. Under her laws it is also so difficult for an alien to become naturalized as to be almost impossible. The United States has gone to greater lengths than any other nation in receiving her nationals and extending them rights, but the danger of following any different course than Japan herself pursues in regard to non-ownership or leasing of agricultural lands by aliens has become apparent to a large majority of our citizens.

A great problem remains after disposing of the immigration and land-ownership phases of the Japanese question, and California must recognize her duty and meet it courageously and unselfishly. One hundred thousand Japanese are now settled within the State. The number will be doubled within a decade by the maintenance of the Japanese birth rate. We cannot deport, and cannot regulate the birth rate. Furthermore, there must be no attempt by further legislation at confiscation directly or indirectly, although Japan has an Imperial Ordinance which, if enforced, would amount to what would practically be the confiscation of the property of foreigners under the conditions imposed, according to those familiar with life in Japan. An American commonwealth must and will treat Japanese on a higher plane.

The citizens of California, destined to be the richest in material resources and greatest in population in the coming years, cannot afford to lose sight of spiritual values in the midst of their material riches. This is a professed Christian Nation (sometimes questioned), and it is our duty to treat the Japanese in California as we would desire our nationals to be treated by Japan under similar conditions. It is our task to Americanize the Japanese resident in California, if it can be done Much will depend upon the Japanese themselves and not a little upon the Government of Japan, whose long Imperial arm extends across the Pacific from the Orient to the Occident in protection and guidance of her subjects.

ORDEAL BY FIRE

LETTERS IN ANSWER TO THE OUTLOOK'S QUESTION, "WHAT DID THE WORLD WAR DO TO YOU?"

MY HUSBAND'S FRENCH BRIDE

WHAT the World War did to me is soon told. The man whose name I bear, and whose child is mine, enlisted in the service of his country, although he was years past the draft age. I took my place in the schoolroom, and thought my service as loyal as any. The pride I felt in the bravery of this man can only be imagined. With thousands of others he sailed to France.

Oh, well, you all have heard of the attraction the American soldier had for the French girl. At my husband's urgent request, I obtained a divorce. The agony of those bitter days was a Gethsemane where every pleasure and joy was forgotten and only the blackness of hopeless night was before me. His last communication to me will be the last thing I shall remember, save my Saviour's name, when it's all over and I am slipping out. He wrote: "No man, and few women, would do what you have done."

As music director I had to lead the songs in the war programmes and peace celebrations. I have stood before crowds and led the people in "Till We Meet Again," "There's a Long, Long Trail," "Keep the Home Fires Burning," and my heart was lead and hot tears burned my cheeks.

Was not this enough? It was, but it was not all. In July, after the war was over, a friend mailed me a clipping from the paper in our home town. My husband and his French bride had gone to housekeeping in the white house under the hill, where he and I spent our honeymoon years ago.

A mechanical subconsciousness of certain facts keeps me going; my boy must have an education; other women, those in Europe, have suffered more than I can ever suffer; God *is* in his heaven.

My country! May she ever be right,
But right or wrong, my country!

A KANSAS SCHOOL-TEACHER.

A FEW weeks ago The Outlook asked its readers to tell what the World War did to them. From among hundreds of letters which came in reply, we have selected the group which here appears. A first selection consisting of those that won the prizes, which The Outlook offered for the best, appeared in our issue for May 11, 1921. The present group quite equals those in human interest. They differ from that group in expressing a common experience under strangely dissimilar circumstances. In each case the individual has emerged from the ordeal by fire with a broader vision and sympathy. Other authentic documents of war experiences will appear in subsequent issues.—THE EDITORS.

WIFELESS AND DISABLED

THE war cost me a wife, gave me a crippled body, and is now paying for these by furnishing me with a technical education. Is it a fair exchange? My answer is the result of several years' meditation. It is!

When the war broke out, I had been married a month. I was happy and contented, but something stronger was calling, so I enlisted. In just four months I was in the trenches.

And then I learned what it is to be afraid. I know what it is to lie in mud-caked clothes behind a Hotchkiss for half a night, shivering with cold, peering into the darkness, listening, fearing, and always tensefully expectant of the future. I know what it is to see fresh-faced boys, young in years—but, oh, what men!—go to their graves with a laugh or snarled-out jest on their lips. Show me a man who can see his superiors give their lives cheerfully for a principle and not be changed! The very bigness of the whole thing taught me patience, forgiveness, and the futility of human judgment.

When I came home—via the Walter Reed Hospital—I expected to take up life where I left off. Instead, I found that my wife was gone, and was forever lost to me.

At first I thought I was treated un-

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fairly. What a mistake! I lost a wife, a couple of years' time, and was partially disabled. To balance that I have gained a sense of understanding and of peace and contentment that nothing else would ever have given me.

I have learned patience—a patience seared in by the white-hot brand of the trenches. I believe in my fellow-man, for I have seen him die, and I know that he is better than I. I have learned charity, for I have had it bred into me by thousands of examples; not the kind of charity that gives what it thinks it can afford, but the kind that gives its very best and then shares the remainder with the next comer. I have learned not to judge by external appearances, for, as the boys say, "You never can tell." But the biggest lesson, and the hardest one to learn, that the war taught me was forgiveness. It is easy to preach; but to you who do not know what it is to be really wronged, what do you know of forgiveness, anyway? After the St. Mihiel drive I saw a chap from my home town dying from shrapnel wounds. One of his buddies, in halting words, was trying to frame an apology for some previous unkindness. Only twenty minutes from the grave, yet the lad turned around with a wan smile—"That's aw right, Ed. Say, we sure gave 'em hell, didn't we?"

Who can see these things and still decline forgiveness? Oh, I don't claim that the war made me perfect. I haven't quit smoking, nor playing cards, nor attending theaters. I still shoot pool, and I'd go to a baseball game on Sunday if I had the opportunity. I'm not a church member, and I don't lead a life that a minister would think is right. But I have confidence in my fellow-man; I know his trials, and I can sympathize without tingeing it with unjust criticism. If he does me a wrong, I can look on the act with understanding tolerance and not think too harshly of him. If he errs, I can understand; or, if I cannot understand, I can at least refuse to criticise and attempt to pass judgment. For I have learned that most of the trouble is with ourselves; the other fellow is generally right. Hats off to him!

MARTIN K. JAMES.

Pittsburgh, Pennsylvania.

A MAN WITH A NEED

IN the war I lost myself and God, and found manhood and a greater Light. I played poker in the box car which carried me to the front, and read my Testament on the hospital train which took me to the rear.

To-day I am in love with life. Ambitions have become obscured in the keen pursuit of the pleasures of the present. Thank God the war is over! Ahead is life and love. Let me enjoy myself to-day, for yesterday was hell and to-morrow may be cloudy. And so, at least for the moment, the war has killed for me ambition.

And in the discard, too, is the fear of death. To me, up there at the front, lacking food at times for days, casting precious sleep aside in the feverish preparations for the next assault, the idea of death seemed the mere stepping forward over an imaginary line drawn upon the sand. Life ended and death began at some unknown mark, and in my fatigue and exhaustion I felt the transition was not a fearful thing. To-day the thought continues. I look forward across the line at death, unafraid. I shall cross the line, and glance back at life with pity for my ignorance to-day, perhaps, but I do not fear the crossing.

But the greatest red-inked item in my ledger of life is my loss of belief in the traditional conceptions of religion. Having my pew near the front of the cathedral, wearing my fanciest clothes to church, public demonstrations by voice or action of my belief in His doctrines, are to me hypocrisy.

And so the war has brought me a need. I crave a religion, simple and unaffected, quiet and strong.

I hear a minister in whom I can find little to respect or follow, who has little in common with us "buck privates" in His army, and who knows practically nothing of our troubles and the things we knock against, reading words from his pulpit that hundreds of other ministers have monotonously recited, and I feel no urge. I find the need for a potent religion for strong men.

The war has left me kneeling by my bed, a better man, with a need.

Denver, Colorado. D. B. ROBERTS.

A FORTY-YEAR-OLD FRESHMAN

BEFORE the war I was a steel-worker, making over $200 a month. I was on the shady side of forty and had a family. When I tell you that I served under Fighting Bob Evans and Dewey in the old Navy you will not ask me why I "shipped over." I talked about ten minutes with my faithful wife (one arm around her and the other around the boy) and both, remembering the Lusitania, said "Go!"

The next day I went down to the steel mills for a settlement. At noon I enlisted and took out a $10,000 policy from the Bureau of War Risk and at 4 P.M. was on my way to Philadelphia.

I came back from overseas disabled for the rest of my life. The prospect of returning to the mills on a rolling job at about $500 per month was gone forever.

The Bureau of War Risk granted me a "permanent partial" disability and turned me over to the Federal Board for Vocational Training. The F. B. asked me what I wanted to take up.

Now comes the queer part of it all. I have always wanted to *write;* to buckle on the harness and go up against the magazines. Of course it is a far cry from the steel mills to the author of one of the "six best sellers"—you can rest assured that the representatives of the Federal Board tried to get that to soak into me, but I persisted that I was game enough to try anything once. I won their approval to a liberal course in short-story and magazine writing at one of the best institutions in the United States—Washington University.

Eliminating all the trials of a forty-year-old freshman who had run away from an eighth-grade school in his 'teens and gone to sea, I will say that a few weeks ago I finished my first year under the jurisdiction of the Federal Board for Vocational Training. Furthermore, I have sold nearly every article or story that I have submitted to editors during that period—some of them were New York editors, at that. Some of my staid instructors want to know "how do you do it?" I tell them this: That I entered Washington University, handicapped as I was physically and otherwise, with the same determination that I had shown the day I stood with my arms about my loved ones and decided to risk all for them and the honor of our beloved country.

The war took away my ability to follow my old trade in the steel mills, but the misfortune (or fortune) of war, whatever you may wish to call it, gave me an opportunity to study for a career in the most fascinating game in the world, something that I have always wanted to study ever since I was a boy.

As a general summary I will say that, though disabled for life, I am happy in the thought that I helped to avenge the Lusitania and did my part to uphold the honor of the old flag; that I am permitted through the liberality of the Government to study the art of writing; that I may in time use this accomplishment in defense of my comrades of the war, if need be, and perhaps help mold the future of our country; and by the grace of an all-wise God was allowed to return and live in peace and happiness with my brave wife and boy, who really suffered more than I during those months of anxiety.

In conclusion let me add that my creed is optimism, always with a bright outlook to the future, and the dawning of a universal peace.

VERNE VICTOR BARNES.

Maplewood, Missouri.

PUBLICANS AND SINNERS

BEFORE the war my attitude on questions of morality was of a very Puritanical, uncharitable sort. To me a man who drank was wholly base; profanity condemned both men and women in my sight; even cigarette smoking lowered a man considerably in my estimation, while a smoking woman was hardly a human being to me; the idea that loose women could possibly possess any sense of right and wrong or be in any way worth while was never given lodgment for a moment in my brain. To me certain things were wrong and people who indulged in them for any cause whatsoever thereby forfeited any claim they might have to respect or to affection. The gambler,

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the rounder, the lying beggar, the woman of the streets, the hot-tempered brawler, were all in the same category of the despicable lost to me.

Now I see things differently, and the change has been wholly due to my experiences and associations in the war. In the Army I found that hard drinkers and fast livers and profane-tongued men often proved to be the kindest-hearted, squarest friends one could ever have. I remember that our old supply sergeant was perhaps the most profane man I ever knew. He gambled immoderately and spent considerable time and money with fast women. Yet he it was who fathered the company war orphan whom we adopted. He it was who gave up his rest and sleep many a time to minister to our wants or to attend to the details of our comfort. He it was whose last cent was always the property of the man who needed it as much as it was his own. He it is who is the most faithful friend I have ever had or ever will have.

Similarly, I knew women whom we would call "fallen" and indecent who nevertheless still sustained in their hearts all the kindness and loyalty and straightforwardness a woman can possess. More than one *cocotte* was ready to give her life for France or in the service of those who fought for France.

And so I came to change my idea of the good and the bad, until the ultimate result is that my test of man and woman is simply whether or not they are "on the square," loyal, kind, and ready to do unselfish service. For myself I do not care to indulge in the so-called vices, but the war has made me believe that these, after all, are not the true test of character. The drunkard is my brother and my friend if his heart is good. A square gambler whose heart is kind and who can be a true, unselfish friend is as good as the best to me. No woman who has still the great ideals of loyalty and unselfish kindness will ever meet condemnation at my hands for our most condemned sin.

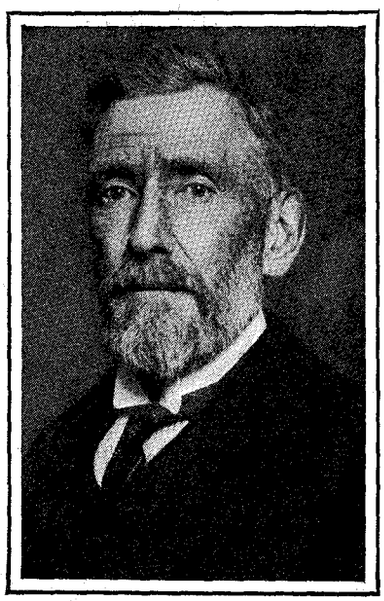
Whether to say that the war broadened my code or whether to say it burned out the inessentials and gave me a vision of the really worth while qualities of character I do not know, but that I am glad of the change goes without saying. Perhaps I am mistaken, but this change in me has, I believe, been one of the great things in my life. It has given me a vision of the meaning of the brotherhood of man that could have come from no other source than the associations thrust upon me in the war.

S. OMAR BARKER.

East Las Vegas, New Mexico.

CAN THE PEOPLE OF IRELAND UNITE?

BY ELEANOR MARKELL



(C) Paul Thompson

SIR HORACE PLUNKETT, SPONSOR FOR THE DOMINION RULE PLAN

OF all the states of western Europe which I have visited since the war none was so prosperous the summer following the armistice as Ireland. In the south the farmers had reaped enormous war profits from the sale of their produce, and the fishermen in the previous year alone had cleared $5,000,000. In the north her great industries, including the largest shipyards, linen mills, tobacco factory, and rope and cable works in the world, were running at maximum capacity.

There was on deposit in the banks and post offices of Ireland $625,000,000. They were exporting more than they were importing.

With all these evidences of prosperity before them, Irishmen in a material way had little of which to complain. Politically there was a spirit of compromise in the air, at least in southern Ireland, which was encouraging. All the leaders —Sir Horace Plunkett, sponsor for the Dominion Rule Plan; Stephen Gwynn, of the Center party; Arthur Griffith, the directing force of the Sinn Fein movement; and Ian MacPherson, then Chief Secretary for Ireland—were all honestly seeking grounds for agreement.

And if I found in the north, at Belfast, the same old determination to take no part in a unified government for Ireland with a Catholic majority, the same old cry that Home Rule would be Rome Rule, still labor in the north was cooperating with labor in the south, farmers from the north and south were working together in the co-operative societies, and a considerable Unionist block in Dublin was co-operating in business and municipal politics with Nationalists and Sinn Feiners, irrespective of party. It is true, everything was tentative. There was an atmosphere of apprehension; Home Rule was in the committee stage. What form would it take? The indications were that Ulster was to be favored above the rest of Ireland. Sinn Fein was openly rebellious; the other groups—the Nationalists, the Center party, and particularly Sir Horace Plunkett's party—were trying to bring pressure to bear on the Government to bring forward a compromise bill which could be agreed to by all.

But on the whole conditions in Ireland in 1919 were better, economically, politically, and the feeling was better than perhaps at any time in the English occupation of seven centuries; yet probably never worse than in 1920.

Contrast the prosperity of that year with the economic strangulation of the country resulting from the threatened paralysis of the transportation system brought about by the refusal of the railway men to run trains carrying soldiers and munitions. Contrast a week of my

Wide World Photos

ARTHUR GRIFFITH, THE DIRECTING FORCE OF THE SINN FEIN MOVEMENT

stay in Dublin in 1919 with the closing week of November, 1920, when forty-eight persons were killed and seventy were injured in one forty-eight-hour period and the seventh day found Arthur Griffith, the moderate Sinn Fein leader, in jail along with other leaders of the republican movement. Ambushes, raids, reprisals, and street fighting complete the week's history. The larger places—Dublin, Belfast, Londonderry—were the scenes of mob violence, and the smaller towns in terror as a result of the vengeance taken by the police force, the Black and Tans.

The history of that designation, Black and Tan, throws a light on the situation. Mindful of the disastrous experience of 1913, when British regulars refused to fire on Irish rebels in Ulster, the British Government has not sent its crack

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regiments into Ireland. The force is largely made up of demobilized soldiers recruited into the Royal Irish Constabulary. Lacking complete uniforms, they wore black caps with their khaki suits—hence the Black and Tan.

In one place during that bloody week in November thirteen buildings were systematically burned under the direction of a uniformed officer, even co-operative creameries erected under the Irish Agricultural Organization Society being burned, as Sir Horace Plunkett indignantly testified in London recently.

But assassination of British officers in their beds, the kidnapping and assassination of a Galway priest, the turning of gunfire on a football crowd, the killing of prisoners in Cork and Clare, are not the real things. They are appalling incidents, but they are result, not cause. They spring from a political situation.

The withdrawal of seventy-three members from the British Parliament in 1918 was notice to England and the world that Sinn Fein Ireland was no longer a part of the United Kingdom. The Sinn Feiners, representing at that time seventy-five per cent of the people, and at the recent elections even more, have armed themselves to resist being forced to return to the Union. Great Britain has armed to keep them in the Empire. Meantime the Home Rule Bill was put before Parliament and added fuel to the fire, being satisfactory to no one. Then came, last August, the Restoration to Order Act enacted by Parilament, which put the greater part of the people of Ireland outside of the workings of the ordinary processes of civil law. The military establishments were strengthened. The courts martial were given the power over life and death, fine or imprisonment. Sinn Fein answered this policy by becoming a law unto itself.

There are six major forces operative in Ireland to-day, all striving for mastery—Sinn Fein, the British Government, Ulster, the Church, labor, and the party of conciliation and compromise, whose most noteworthy representative is Sir Horace Plunkett.

To commence with the Sinn Fein—for any discussion of Ireland these days must commence with Sinn Fein. We laughed at Sinn Fein when we first heard of the movement—a handful of Gaelic enthusiasts proclaiming Ireland for "ourselves alone." We do not laugh any more, for we have come to realize that in Sinn Fein we have a great national movement, similar to the other national movements that we have been applauding.

To understand Sinn Fein we must go back to the sixth, seventh, and eighth centuries, when Erin came perilously near being the only country of western Europe upholding the light of learning and scholars flocked to her schools from the Continent; when Armagh, the religious capital of Christian Ireland, was recognized as a great metropolis of civilization and when her missionaries carried the higher learning all over western Europe. No wonder that Irishmen look back to that period with yearning and strive to bring it back. And there lies the inspiration for Sinn Fein.

There is another period in Ireland largely responsible for the growth of the dominant party of to-day: the time of the great famine of 1846–9, when Ireland was insane with starvation, scarred with poverty—pitted and scarred with it, repulsive with it, unclean with it. It seared the souls of Irishmen; it exiled many of their best and youngest to America. And then began the Irish-American movement, and, although England cannot be held entirely responsible by any fair-minded person, it bred in Irishmen an ingrained hatred of England which no amount of reasoning can ever explain away.

It is upon these two pillars, love of Ireland and hatred of England, that the Sinn Fein edifice has been builded.

Sinn Fein is not a new movement, as Arthur Griffith explained to me. It is but the latest and the most successful of the many attempts that have been made through the centuries to throw off English rule. Its essence is contained in those two words—Sinn Fein (For Ourselves Alone). For the object of the Sinn Fein since it became a political body has been complete separation from England. Theoretically there is nothing that can be said against that aim. Theoretically there is no reason why, if a majority of the people of Ireland want to become an independent state, it should not be done. But practically it is impossible—impossible for two reasons.

First, because England for strategic reasons could not and would not allow it, and because even if England were to agree to it Ireland is too weak a state to defend either herself from attack or England from attacks which would be made on her through Ireland.

But Sinn Fein has had a career of success from its inception, culminating in its phenomenal success in the elections of December, 1918, and the setting up of a separate republic (on paper) in January, 1919. It received its first definite setback last summer when neither the American Republican Convention in June nor the Democratic Convention in July allowed an indorsement of the Irish Republic to be made. Eamon de Valera had failed in his task. Without American support Sinn Fein would be doomed to failure. He had failed at the moment of greatest opportunity to get the Nation-wide indorsement Sinn Fein sought and needed.

Sinn Fein is under the control of a secret organization which directs the campaign of murder and mob violence at present operative in Ireland, but there are indications that certain organizations within Sinn Fein are getting beyond its control.

Such an organization is the Transport Union, which includes practically all the labor element. The aims of the Union and Sinn Fein are extremely divergent. Labor in Ireland is Bolshevist. Its aim is a soviet republic. Sinn Fein aims at a democracy in the form of a republic. Labor includes about one-third of the population of Ireland. It was the general impression last summer in Europe that Lloyd George lost a great opportunity when he failed to take advantage of this division in the ranks of Sinn Fein and skillfully to widen the breach between the central organization and the large labor element, at present for reasons of its own co-operating with it.

Another group fast sliding beyond the control of Sinn Fein is the farmers' sons—the most restless and uncontrolled factor in Ireland. They make up what is known as the Agrarian Movement. They own no land, but are determined to get it. There are roughly 500,000 in the movement, about half of whom, I was told, were well-drilled soldiers. It is these men in this Agrarian Movement who have been seizing the land from the owners. No one is safe, no one is immune; landlords and large farmers are forced to surrender their holdings under mob intimidation, but holders of small plots, even priests holding land, have been subjected to the same treatment. So threatening, indeed, has this movement become that the Sinn Fein government has been obliged to step in and attempt to put a stop to it. A Sinn Fein bank under the able administration of Mr. Smith-Gordon is loaning to these would-be landowners on very liberal terms in the effort to induce them to acquire the land by lawful instead of violent measures—an effort not yet wholly successful, for these young men are determined to have the land. They are not particular as to the means employed in getting it, and the legal restraints are distasteful to them. As a result the dispossession of owners has gone on with its horrible accompaniment of murder.

These Sinn Fein banks represent but one of the many administrative branches carried on by that government. Courts have been established where dispossessed landowners can obtain redress and justice can be obtained—at least, a superficial order restored in disturbed communities.

The Sinn Fein organization has fast been bringing about a condition where it is the *de facto* government, while the lawfully constituted government is still nominally in force. Such a state of things could not continue, and was and is constantly growing worse.

During the passage of the Home Rule Bill through the House of Commons the consistent aim of the Sinn Fein was to destroy respect for the Government, break down its moral force, make its decrees worthless; and to that end atrocity has been piled on atrocity, murder upon murder, and Terence MacSwineys have died to prove their faith to the world.

Is it civil war that we are seeing in Ireland to-day? That, as was said in the House of Lords the other day, is the only thing that would in any way justify the British Government for the methods by which it has met murder and arson and hunger strikes. For it has met mur-

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Underwood

SIR EDWARD CARSON, OF ULSTER, WHO RAISED AN ARMY TO KEEP IRELAND IN

Keystone

EAMON DE VALERA, THE IRISH "PRESIDENT," WHO RAISED AN ARMY TO TAKE IRELAND OUT

(C) Keystone

JOSEPH DEVLIN, WHO DEFENDS IRISH NATIONALISM IN PARLIAMENT

der with murder and arson with arson. Reprisal has followed reprisal from one side to the other until war has nothing more terrible to offer than the state of Ireland to-day. I think both in England and outside the British Isles there is very general condemnation of the course being taken by the British Government in Ireland to-day, but no estimate of England's position in Ireland would be fair which did not take into account all she has done for Ireland during the past fifty years. England has tried every method known to man in her seven centuries of effort to adjust relations with Ireland. She has tried subjugation, she has tried indifference and *laisser faire*, and for a century she has tried co-operation. England has much to answer for during the first centuries of her occupation of Ireland, but since the Act of Union in 1800, and especially during the latter half of the century, the condition of Ireland has been changed for the better almost out of recognition and through laws enacted by the British Parliament.

Take the land question, that question which has been the fruitful source of poverty, starvation, misery, bloodshed, and crime. Laws have now been passed by which landlordism, that curse of Ireland, has almost disappeared. The tenant is protected and money provided to be loaned to the Irish people on easy terms to buy the land which the landlords would sell or might be compelled to sell, until now at last two-thirds of the land of Ireland is again in the hands of peasant proprietors, the bulk of the Irish people. And while the peasants were getting their own small farms there came to them one of their own people to teach them how best to use the land.

Thirty years ago Sir Horace Plunkett, going about from farm to farm and from village to village, induced the new proprietors to co-operate. Five years later he formed the Irish Agricultural Organization Society, the I. A. O. S., as it is called, to be the central organization of all sorts of co-operative societies. Under its direction were founded co-operative creameries where the farmers could take their milk and good butter was made; co-operative banks where money could be had at easy rates of interest; co-operative societies for gathering and distributing eggs and for other forms of useful service. Fifteen years after the I. A. O. S. came into existence there were nine hundred co-operative societies with 100,000 members handling goods valued at $12,500,000.

With this came a very substantial advance in the condition of the farmers, representing what was hoped by the founders would be but the preliminary step for further improvement. And the Government co-operated with this movement by starting the Department of Agriculture and Technical Instruction, founded for the purpose of encouraging agriculture and giving technical scientific education in it. This is represented directly in Parliament by its chief officer, instead of through the Chief Secretary for Ireland, and under his wise administration is performing a signal service for the peasants.

About the same time, by an act of Parliament the Congested Districts Board was created, with an endowment of $7,500,000. The Board had the power to take almost any necessary steps looking toward the improvement of the land or the welfare of the peasants. It was soon undertaking such diversified interests as assisting in the buying and selling of land, improving the housing conditions, the setting up of local industries, cattle raising and fisheries, and founding schools for technical education. In housing the Government has advanced $45,000,000 at low interest for this object and fifty thousand comfortable cottages with an acre of ground each were built before the war.

In a succeeding article Miss Markell will discuss the present Home Rule Act, and the forces that may bring about a real solution of the Irish Question.

Irish grievances—and they were many—have been largely redressed. The British Labor Commission, who were sent to Ireland to investigate conditions, from whom a report addressed to the Government might have been expected, reported that life is harder in England than in Ireland. The report said that the tyranny of the landlord is less restricted in England; the slums of Liverpool and London, of Glasgow and Dundee, are as horrible as the slums of Dublin and Belfast; most of the villages and country towns of Ireland are paradises compared to the mining villages of Wales and the factory towns of Lancashire; the infant vitality of Connemara is the envy of all the medical officers of health in industrial England, and even in industrial Europe. For a quarter of a century Ireland has been not the step-child but the favored child of England. Law after law has been passed in her favor by the Parliament at Westminster, where Ireland had larger representation in proportion to her population than either Scotland or England.

It is only in the field of government that Ireland still waits for her rights, and there it is Irish disunion, and not British hostility, which is the obstacle. If the British are mainly to blame for the iniquities of the Irish past, the Irish are themselves mainly to blame for the calamities of the Irish present. If Sir Edward Carson, Mr. de Valera, and Mr. Devlin could abandon their internecine warfare and agree upon a programme, there is hardly any concession, economic or political, short of separation from the Empire that the British Government would not grant them.

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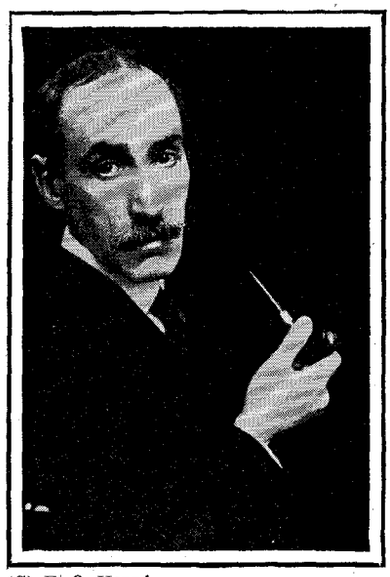
THE BOOK TABLE

NOVELS AND TALES

A CORDIAL reception has been given to the novels and stories of Leonard Merrick in the collected edition, each volume of which has an Introduction by an appreciative contemporary English writer of fiction. This has served to dispel a curious delusion. The reason why recognition was slow in coming to Mr. Merrick seems to have been a most unfounded idea on the part of many readers of popular fiction that he was a "highbrow." Now, as Professor Phelps says somewhere, it is true that most novel readers may be divided into two classes: those who read to remember and those who read to forget. But a book need not be super-subtle in order to be entertaining. Mr. Merrick is a delicate artist, but he works with humor as well as with finesse. Never was this better illustrated than in the volume of his short stories which has just appeared under the general title "A Chair on the Boulevard."[1]

These amusing tales of art and journalism and tales of would-be poets and journalists in modern Paris are as gay in their way as Murger's "La Vie de Bohême." Indeed, more than once Mr. Merrick himself suggests quietly that he is here following Murger's footsteps. It is delightful to meet the not very responsible but always cheerful young men and women who in these stories dance and sing and make merry with about as much regard for the future as the proverbial grasshopper. Naturally, the tales vary not a little in quality, but one would hesitate to pass unfavorable judgment on any as being the least clever and entertaining. Thus Mr. A. Neil Lyons, who writes the Introduction for this volume (a writer, by the way, whose "cockney classics," as they have been called, are less well known than they should be to American readers), considers "The Tragedy of a Comic Song" the funniest story of this century, and names two or three other stories as among the most engaging of the collection; but he entirely ignores "The Doll in the Pink Silk Dress" and "The Judgment of Paris," which other readers will regard as the choicest bits of writing in the book. Mr. Lyons illustrates the difficulty of disputing as to whether a piece of imaginative work is or is not the outcome of genius when he says that it is useless to put forth arguments to support his conviction that Mr. Merrick is a gifted man because "to people who have a sense of that which is sincere and fresh in fiction these facts will be apparent," while to others nothing would render them obvious.

Mr. Francis Brett Young is one of the younger group of English novelists whose work has been better known to the critic than to the general reader. His new story, "The Tragic Bride,"[2] is written with literary grace and has charming descriptive passages, and its tragedy, while deep, is not harrowing. An Irish maiden is brought up by a drinking and sporting father, with practically no social experience and in absolute ignorance of what life and marriage mean. She is the victim of a strange error on the part of her father, so that the sudden death of the young man whom she romantically loves leads to her being driven into an unsuitable and almost unendurable marriage. Then comes a second tragedy in her life, in which a young man (really a schoolboy) defective in moral sense, and also cruel and mendacious, is cured



(C) E. O. Hoppé

LEONARD MERRICK

through his deep and almost noble passion for "the tragic bride." The boy's mother shows the young woman the danger impending, and the tragedy of the parting is balanced by the beauty of the sacrifice. Finally, the book ends with a second physical tragedy in the death of the young wife's husband under circumstances that almost parallel the death of her early lover.

This brief outline of the story gives an inadequate idea of its character. It is one of those that depend for their value not so much on what is said as how it is said. It is an unusual piece of writing and has that undefinable thing we call quality.

Many readers will remember the story called "Christopher Hibbault, Roadmaster," which attracted attention ten years ago or more by its sincerity and force. "A Courageous Marriage"[3] is a new book by the author of that novel. Its title exactly expresses the problem and mystery of the story. What it was that made this marriage courageous on the part of the girl is a question that perplexes and interests the reader extremely. The girl of the story is unusually attractive in her self-respect, bravery, and strength of purpose. Unfortunately, the solution of the mystery is not as satisfying as one hopes it will be. To many readers it never seems quite to be playing the game in fiction to explain everything by hypnotism or psychism or super-normal conditions.

Sir Harry Johnston, African administrator, explorer, hunter, and in his later years novelist, takes his own road and does things his own way. The first of his two previous novels dealt with the affairs of the descendants of the characters in Charles Dickens's "Dombey and Son," the second followed out the life and adventures of the daughter of that Mrs. Warren who gave the name to Bernard Shaw's play "Mrs. Warren's Profession."

But in his story called "The Man Who Did the Right Thing"[4] Sir Harry gives us his experiences in Africa, and thereby, as he says, the book enables him "to live over again a very happy and interesting life." Diplomats, office-holders, administrators of distant regions, missionaries (both of the higher type and of the mediæval fanatic type), society people in England, and odds and ends of all sorts of character and experience are combined in the book. It has a plot, but the plot interest ends long before the book does. Technically, there is no pretense of following the ordinary rules of fiction-writing; nevertheless there is so much life, vigor, and novelty in the story that it decidedly repays reading.

One notes with amusement that among the very minor characters appears Sir Willoughby Patterne, the cultured egotist of Meredith's famous novel. On the other hand, several of Sir Harry's people are said to be recognizable as taken, in part at least, from real life.

A good deal of attention has been paid to Evelyn Scott's "The Narrow House."[5] It is truly described by the publishers as a "penetrating study of the interrelations of the various members of a family," its members "profoundly dominated by cross-currents of desire and fear."

The book undoubtedly has ability, but it is so unhappy and so revolting in its realism that neither the reader nor anybody in the book has a happy moment from beginning to end.

One might put up with this if anything of real value resulted, but the story leaves precisely the impression indicated in a review of a book by another author, in which the critic remarked that the work in question "had no special story to tell; the book cannot be said to arrive anywhere in particular and it leaves us with a resentful feeling that we have been very much depressed in spirit to no purpose at all."

Analysis of feeling and impression is

[1] A Chair on the Boulevard. By Leonard Merrick. E. P. Dutton & Co., New York. $1.90.
[2] The Tragic Bride. By Francis Brett Young. E. P. Dutton & Co., New York. $2.
[3] A Courageous Marriage. By Marguerite Bryant. Duffield & Co. New York. $1.90.
[4] The Man Who Did the Right Thing. By Sir Harry Johnston. The Macmillan Company, New York. $2.50.
[5] The Narrow House. By Evelyn Scott. Boni & Liveright, New York. $2.

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all well enough in its way, but it may be carried too far. For instance, what sort of psychological experience would one have who happened to look at a commonplace old painting of Lake Lucerne hanging on the wall? Probably none. But Mr. Farley of the story "experiences a voluptuous sense of futility"—a good example of making something out of nothing. We append a single example of the author's occasional oddity of style. No doubt this means something, but it reads like a bit of exaggerated literary futurism à la Gertrude Stein: "What does it come to? Sheep. Wag. Wag-tail. Mistress Mary. Far away over the hills. Dark. Darkness is one. There are no eyes in the dark. Horace."

Ghost stories, grave and gay, are furnished forth in two attractive volumes[6] edited, with pleasing Introductions, by Dorothy Scarborough. It may be, as she says, that wraiths have a greater vitality to-day than ever before. Certainly there are ghostly biographies here that deserve to live. If the reader has a taste for the psychically horrible, Mr. W. P. Harvey's "Beast with Five Fingers" can be guaranteed to chill the blood; if he prefers the delicately imaginative spook, let him turn to Mr. Algernon Blackwood's "The Willows" or to Poe's "Ligeia;" if he cares for the old-fashioned Christmas ghost who diffuses good will and brings lovers together, he will find Wallace Irwin's "Transplanted Ghost" to his taste; and if he wants to be on familiar terms with a whole village of ghosts (household pets, we might call them), let him enjoy Richard Middleton's "The Ghost Ship," which has no superior as a gently humorous fantasy. In short, these two collections give room for divergent tastes and ample material for many winter evenings' short readings.

R. D. TOWNSEND.

THE NEW BOOKS

BIOGRAPHY

JOAN OF ARC. By Laura E. Richards. D. Appleton & Co., New York. $1.50.

The latest addition to the biographies of Joan of Arc is worthy of a place on the shelf which may already contain the studies of Alexandre Dumas, Anatole France, Mark Twain, Grace James, Mabel Smith, and Mary Rogers Bangs. The admirable language of the present volume is such as to appeal to the child or to the "grown-up."

TRUE STORY OF THE EMPRESS EUGENIE (THE). By the Count de Soissons. Illustrated. The John Lane Company, New York. $4.

Here is no indiscriminate eulogy of the late ex-Empress, but a gossipy and somewhat disjointed account of her career and that of Napoleon III. The scandals of a corrupt court, which would seem shocking if told by an Anglo-Saxon writer, are related in a vivacious Gallic manner that hardly offends because it is so naïve, but there is much included that might better have remained unsaid.

TRAVEL AND DESCRIPTION

IN THE ALASKA-YUKON GAMELANDS. By J. A. McGuire. Introduction by William T. Hornaday. Illustrated. The Stewart & Kidd Company, New York. $3.

The adventures of a party of hunters who went to Alaska to get museum specimens of big game—and got them. Well told and well illustrated. The book will give joy to every one who likes spirited accounts of hunting life in the North.

LOAFING DOWN LONG ISLAND. By Charles Hanson Towne. The Century Company, New York. $2.50.

These are familiar talks about the author's jaunts (usually with a congenial friend) along both traveled and untraveled roads on Long Island. There is much of naïve charm in the narrative, and the pages will open the eyes of many Manhattanites to the beauty of the remoter sections of their somewhat unappreciated island neighbor.

WAR BOOKS

HISTORY OF THE TRANSPORT SERVICE (A). By Vice-Admiral Albert Gleaves, U. S. N. The George H. Doran Company, New York. $6.

This volume informs us concerning the raising, transporting, and supplying of our Army overseas. It is written by the Commander of Convoy Operations in the Atlantic, the one who could best speak of it with authority. Commander Gleaves tells his story with straightforward simplicity.

TALES OF ÆGEAN INTRIGUE. By J. C. Lawson. E. P. Dutton & Co., New York. $5.

This is really a contribution to the inside history of the Great War. The author was a Naval Intelligence officer stationed in Greece during the war, and as such concerned in running down and circumventing German and Bulgarian spies. His "tales" are circumstantial and intimate and told with spirit.

ESSAYS AND CRITICISM

COLLEGE AND COMMONWEALTH, AND OTHER EDUCATIONAL PAPERS AND ADDRESSES. By John Henry MacCracken, LL.D. The Century Company, New York. $3.

Miscellaneous "Papers and Addresses" are generally of interest only or chiefly to the author and his friends. For such addresses generally have their interest, if not their value, exhausted by the occasion which called them forth. We have found this volume an exception to this general rule. They cover a wide range of topics, all of them educational. They have apparently been inspired by a desire to meet the needs rather than the wishes of the audiences to which they are severally addressed. Thus the author's address at a Methodist church on "The Religious Element in Education a Necessity" approaches his subject with a conception of God which may well have been startling to those who had substituted a scholastic definition for a vital experience, and with a frank disclosure of the difficulties which a college president meets in an endeavor to portray the religious life in a form to make it even really understandable by the average American youth. Some one has said that there is a great difference between speaking because you have something to say and speaking because you have to say something. Dr. MacCracken—who is President of Lafayette College—has spoken in these addresses because he had something to say. We only wish that he could have found or made the time to combine these separate and scattered thoughts in one harmonious volume on the educational problems of our time, a volume which would have possessed the unity and continuity of thought which in a collection of separate papers and addresses is necessarily lacking.

DRAMA

EMPEROR JONES (THE) AND OTHER PLAYS. By Eugene G. O'Neill. Boni & Liveright, New York. $2.

We have already spoken at some length of "The Emperor Jones" and its remarkable interpretation by the Negro actor, Mr. Gilpin. The other plays included are less singular but well planned and written.

MISCELLANEOUS

HINTS TO PILGRIMS. By Charles S. Brooks. Illustrated. The Yale University Press, New Haven. $2.50.

Here is a guide-book to tranquil enjoyment on a lonely evening, when one wants a book that lures its reader on and on without offering any definite destination. The essays are miscellaneous but all of them entertaining.

OLD AT FORTY OR YOUNG AT SIXTY. By Robert S. Carroll, M.D. The Macmillan Company, New York. $2.25.

This book comprises practical recommendations along physical, mental, and spiritual lines, to any one who wants to attain the age of "threescore years and ten" at least healthfully and efficiently.

OUR SOUTHERN HIGHLANDERS. By Horace Kephart. Illustrated. The Macmillan Company, New York. $2.50.

A new edition of a valuable and thoroughly entertaining study of life in the Carolina mountains. The characterizations both of the country and the people are vivid and readable, and there is a mine of humor in the conversations detailed.

BOOKS RECEIVED

BOOKS FOR YOUNG FOLKS

THROUGH MOCKING BIRD GAP. By Jarvis Hall. The Penn Publishing Company, Philadelphia. $2.

POETRY

DIVINE COMEDY OF DANTE ALIGHIERI (THE). Translated by Charles Eliot Norton. Complete Edition. Houghton Mifflin Company, Boston. $3.

STREETS AND OTHER VERSES. By Douglas Goldring. Thomas Seltzer, New York.

EDUCATIONAL

PROJECT CURRICULUM (A). By Margaret Elizabeth Wells, Ph.D. (Lippincott's School Project Series.) The J. B. Lippincott Company, Philadelphia. $2.

SCIENCE

OUTWITTING OUR NERVES. By Josephine A. Jackson, M.D., and Helen M. Salisbury. The Century Company, New York. $2.50.

[6] Humorous Ghost Stories: Famous Modern Ghost Stories. Selected, with Introductions, by Dorothy Scarborough. G. P. Putnam's Sons, New York. $2 each.

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THIS WEEK'S OUTLOOK

A WEEKLY OUTLINE STUDY OF CURRENT HISTORY[1]

BY J. MADISON GATHANY

SCARBOROUGH SCHOOL, SCARBOROUGH-ON-HUDSON, N. Y.

Japan and America

HOW can a correct estimate of the civilization of any nation be obtained?

Do you know what Japan's Far Eastern programme is? Do or do you not think that that programme is a menace to the United States? What reasons can you give for your answer?

What is the Anglo-Japanese Alliance? What is its main purpose? Does that Alliance show that either Japan or Great Britain is set upon a policy contrary to America's best interests?

Without question, the principle for which America stands in her foreign diplomacy is peaceful penetration of foreign markets with equal opportunities for all. Do you understand how the Monroe Doctrine and the Hay Doctrine are both involved in this principle? Should this principle be maintained? Is it contrary to Japan's best interests? Can you see anything in contemporary Japanese development which threatens this principle? Should the United States be strong enough to defend this principle by warfare if need be? Or should she depend upon the good will of other nations to respect this principle?

Is the United States in any respects indebted to Japan? In what respects is Japan indebted to the United States?

What were the Takahira-Root and Ishii-Lansing agreements? Why were they made? Are they still in force? Do you think any new agreement, bearing on the question involved in the two agreements named, should be arranged between Japan and the United States? If so, explain what, in your opinion, that agreement should be.

What, in your own words, is the California-Japanese question? How, in your opinion, should this problem be solved?

The following books treat the various phases of the Japanese-American problem: "Japan to America," edited by Naoichi Masaoka (Putnams); "Japan in World Politics," by K. K. Kawakami (Macmillan); "Japanese Conquest of American Opinion," by Montaville Flowers (Doran); "The Menace of Japan," by Frederick McCormick (Little, Brown); "The New Japanese Peril," by Sidney Osborne (Macmillan).

Define the following words: *Viscount, propinquity, comity of nations, extra-territoriality, cataclysm, heterogeneous, cosmopolitan, coolie, anachronism, by and large, segregation.*

A Disaster of the Air

Does the airplane accident, discussed editorially elsewhere in this week's Outlook, show that there is need of a Government department in absolute control of all aeronautical enterprises? If so, in whose hands should it be placed? Can you suggest a practical organization for such a department?

What is the International Air Navigation Convention? What are some of the rules of this convention?

Is America the only civilized nation in the world which does not regulate its flying commerce? How do you account for the fact that we do not regulate our air commerce?

If two airplanes should crash in the air and fall upon your house and destroy it, who could be held responsible for the damage done?

Can the People of Ireland Unite?

If it is true that "without American support Sinn Fein would be doomed to failure," is it right for American citizens to indorse and support Sinn Fein?

What is the doctrine of "self-determination"? When you talk about this doctrine, what unit have you in mind—a race, a territorial area, a community, or what? Is there any difference between the theory of "self-determination" and the theory of the "consent of the governed"?

Before attempting to say whether the theory of "self-determination," as preached by President Wilson, should apply to Ireland, answer the following questions about it:

Is such a doctrine bound to be the basis of impossible demands? Will it raise hopes which can never be realized, and which will cost thousands of lives? If all peoples had the right of self-determination can you think of peoples that would in all probability unite with other peoples to the danger of the peace of the world? Is it a misleading doctrine? Ought the right of self-determination to have been applied to the Southern States in their attempt to secede from the Union in 1861? Should self-determination be the right of places, peoples, and communities in a state of barbarism or ignorance?

Define accurately the following expressions: *Reprisals, constabulary, Gaelic, Erin, immune, de facto government, arson, laisser faire, landlordism.*

Most of the questions of self-determination as stated in this study are raised and suggestively answered by Robert Lansing in his recent book entitled "Peace Negotiations" (Houghton Mifflin). Much valuable information about Ireland may be found in "Irish Nationality," by Alice S. Green (Henry Holt). An unusually unbiased and clear-cut sketch of Irish history and both sides of the Irish question is found in a most valuable book, "Modern and Contemporary European History," by J. S. Shapiro (Houghton Mifflin).

[1] These questions and comments are designed not only for the use of current events classes and clubs, debating societies, teachers of history and English, and the like, but also for discussion in the home and for suggestions to any reader who desires to study current affairs as well as to read about them.—The Editors.

CONTRIBUTORS' GALLERY

EDWARD L. CONN has traveled extensively in Japan, Korea, Manchuria, and China. He is the owner of the Foreign Affairs News Service at Washington, D. C., which furnishes a daily report on foreign relations and events to the Washington bureaus of some of America's leading newspapers. He studied international law and diplomacy at Johns Hopkins University and studied law at Wake Forest College, North Carolina.

THE writer who signs himself "Californian" uses a pen-name for reasons which commend themselves to the editors.

THE Kansas school-teacher who contributes "My Husband's French Bride" to the third of The Outlook's prize contests insists, very naturally, upon anonymity.

"MARTIN K. JAMES," who lost his wife because of the war, likewise shields his identity behind a pen-name. He lives in Pittsburgh.

"D. B. ROBERTS" is the pen-name of a contestant who writes from Denver.

VERNE VICTOR BARNES lives in Maplewood, Missouri. He tells us that he submitted this contest letter more as a word to the rest of the disabled to "keep their chin up" than as a try for the prize money.

S. OMAR BARKER sent us his contest letter from East Las Vegas, New Mexico. Whether or not his is a pen-name we cannot say.

ROBERT D. TOWNSEND, who reviews in this issue some recent novels and tales, has been a member of The Outlook's editorial staff for thirty-five years, and for a large part of that time has been Managing Editor.

ELEANOR MARKELL has lectured for nine years in New York on international problems, and is a vigorous supporter of the League for Political Education. During her recent visit to Ireland she met all the leaders of the various parties, including Arthur Griffiths, Sir Horace Plunkett, Stephen Gynne, and Sir George Clark in Belfast. In France the Government put a military car at her disposal and sent her through the devastated region from Rheims to Lille. She has contributed in the past to The Outlook.

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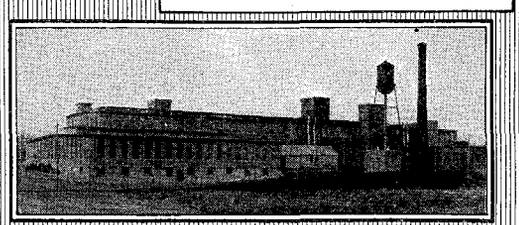

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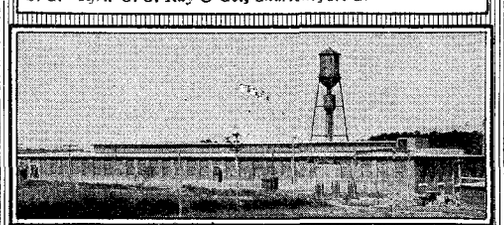

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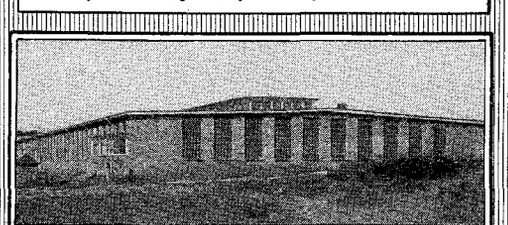

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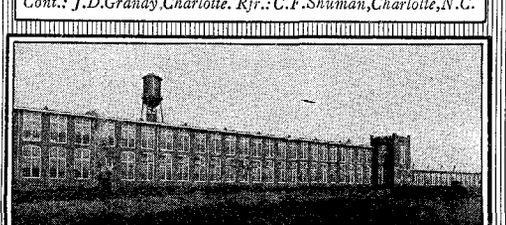

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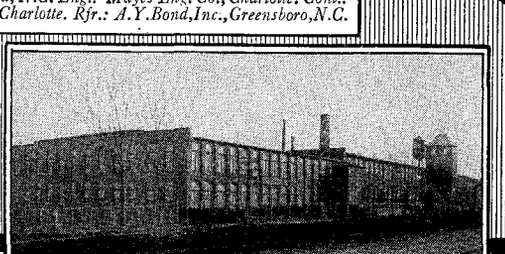

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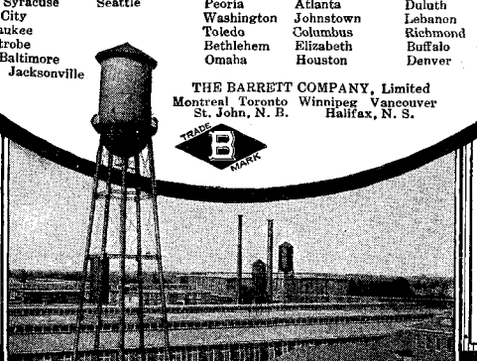

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CONDITIONS OF CONTEST

1. Write your name (add a pen name, if you like, for publication) and address in the upper left-hand corner of your letter. We urge the use of pen names.
2. All letters must be typewritten on one side of the paper only.
3. Limit your letter to 600 words of average length.
4. Your letter, to be eligible, must reach us on or before June 20.
5. We reserve the right to purchase for publication desirable letters not winning prizes.
6. Unavailable letters will not be returned.
7. The staff of The Outlook will be the judges of the contest.

Address all contest letters to

CONTEST EDITOR, THE OUTLOOK COMPANY
381 Fourth Avenue, New York

PUBLISHER'S NOTES

YOU have from now until June 20 to write your impressions of your neighbors, community, kith and kin, for the third of The Outlook's prize contests. The subject of the contest is "Mine Own People." Vigorous letters are arriving every day. Thus far the men are discussing their womanfolk rather more mildly than the women are dealing with their men. Some of the women are using their claws, and one of them complains that she doesn't even know what her husband's salary is (maybe, like many of the rest of us, he is ashamed to tell her) and complains that she has never had a personal allowance. What about yourself?

WE are accused by a critic in Portland, Oregon, of small-town stuff: "While, primarily, it is a matter of money that impels me to discontinue my subscription, I might take this occasion to say that The Outlook does not appeal to me as it did for many years, and this because it has been taking on to a limited rather than an exhaustive extent the functions of theatrical reviews, a smattering of cartoons *de luxe*, and has stooped to the small-town newspaper practice of conducting 'contests.'"

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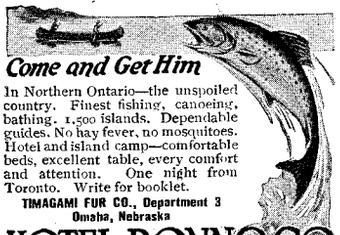

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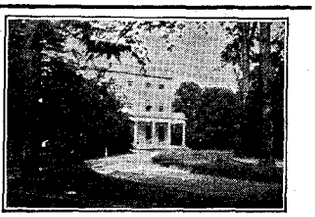

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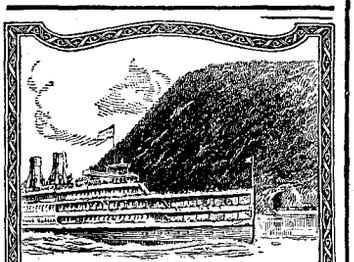

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